



**CITY OF KIRKLAND**  
**Planning and Community Development Department**  
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## **MEMORANDUM**

**Date:** June 15, 2011

**To:** Planning Commission and Houghton Community Council

**From:** Janice Coogan, Project Planner  
Paul Stewart, Deputy Director

**Subject:** **PUBLIC HEARING ON DRAFT AMENDMENTS TO THE COMPREHENSIVE PLAN, ZONING MAP, ZONING CODE AND MUNICIPAL CODE RELATED TO THE LAKEVIEW NEIGHBORHOOD PLAN (FILE ZON07-00032)**

## **RECOMMENDATION**

Conduct a public hearing to receive testimony on the proposed amendments to the Comprehensive Plan, Zoning Map, Zoning Code and Municipal Code related to the Lakeview Neighborhood Plan update.

Once the public comment period portion of the hearing is closed, discuss the proposed amendments and provide direction to staff for any changes or additional information that should be brought back to study sessions in July. The Planning Commission (PC) and Houghton Community Council (HCC) may opt to begin discussions and deliberate on the amendments, or may choose to reserve deliberation for your separate meetings in July, when the Planning Commission and Houghton Community Council will each prepare a recommendation for consideration by the City Council.

### **Suggested Public Hearing Format**

- ♦ Planning Commission chair declares public hearing open
- ♦ Staff presentation on proposed amendments
- ♦ Clarifying questions from the Commission or HCC
- ♦ Opportunity for public comment on draft amendments
- ♦ Close the public comment portion of the hearing
- ♦ Discuss and provide direction to staff regarding changes or additional information required prior to deliberation on the proposal
- ♦ Continue the meeting to July 14<sup>th</sup> for the Planning Commission, and July 28<sup>th</sup> for the Houghton Community Council to discuss the recommendation from both groups.

## **BACKGROUND**

### **Process to Date and Meetings**

To date, the Lakeview Neighborhood Plan update process has involved the following activities:

- An open house on October 29, 2009 to introduce both Lakeview and Central Neighborhood planning processes.
- A Neighborhood University event on December 8 & 9 2009 to educate attendees about the Kirkland Comprehensive Plan within the context of the Growth Management Act.
- Lakeview Advisory Group meetings between January – August 2010 (13 meetings). One meeting was held in February 2011 to comment on the draft plan.
- Houghton Community Council (HCC) and Planning Commission (PC) study sessions to develop the draft neighborhood plan and regulations. A joint study session with HCC and PC was held on August 23, 2010.
- The draft Plan was reviewed by the Parks Board on February 9, 2011 and Transportation Commission on February 23, 2011.
- Public outreach activities include a Lakeview Neighborhood Plan webpage, frequent list serv e-mail announcements, public notice signs installed throughout the neighborhood, and postcards mailed to property owners and residents affected by the land use changes to notify them of the proposed changes and upcoming meetings.

Past meeting packets from the Lakeview Advisory Group can be found at the project webpage link

[http://www.kirklandwa.gov/depart/Planning/Code\\_Updates/Lakeview.htm](http://www.kirklandwa.gov/depart/Planning/Code_Updates/Lakeview.htm)

Past meeting packets from the Houghton Community Council can be found at this link

<http://www.kirklandwa.gov/depart/Planning/HCC.htm>

Past meeting packets from the Planning Commission can be found at this link

[http://www.kirklandwa.gov/depart/Planning/Planning\\_Commission.htm](http://www.kirklandwa.gov/depart/Planning/Planning_Commission.htm)

An open house will be held for both the Central Houghton and Lakeview Neighborhood Plans prior to the public hearing on June 23, 2011 from 5-7 pm to answer questions the public may have about the proposed draft Plans and code amendments.

Environmental review of the proposed changes for compliance with the State Environmental Policy Act was conducted. No significant adverse impacts have been identified as a result of the proposed new Plan and code amendments. The proposed changes are within the range of what was evaluated with the Environmental Impact Statement prepared as part of the City's

2004 Draft and Final 10 year update of the Comprehensive Plan. Therefore, it is anticipated that a SEPA Addendum to that EIS will be issued, distributed and emailed to the Planning Commission and Houghton Community Council before the public hearing.

Throughout the entire process letters and emails from the public were forwarded to the Houghton Community Council and Planning Commission. Attachment 6 contains public comments received since either the April 28<sup>th</sup> Planning Commission meeting.

## **Overview of Proposed Plan and Code Amendments**

The proposed Comprehensive Plan and code amendments related to the Lakeview Neighborhood Plan update include the following four main components:

- The draft Lakeview Neighborhood Plan chapter of the Comprehensive Plan. The Plan contains new goals and policies for the future growth of the neighborhood and replaces the existing chapter (see Attachment 1).
- Proposed legislative rezones to the zoning map (see Attachment 2 A, B and C). The City wide land use map in the Comprehensive Plan will need to reflect these changes as shown in draft form in Attachment 3.
- Draft code amendments to the Zoning Code and Municipal Code (see Attachment 4 A-T).
- Proposed new Design Guidelines for the Yarrow Bay Business District to be adopted by reference in the Municipal Code and used by the Design Review Board to evaluate new development proposals within the District (see Attachment 5).

## **Lakeview Neighborhood Plan**

The draft Neighborhood Plan (and other documents) is the result of efforts of the Lakeview Advisory Group who met 14 times to identify issues, develop the concept for the neighborhood vision and finally sent forth a recommendation to the Houghton Community Council. The Houghton Community Council incorporated many of the key policy issues brought up by the Advisory Group in developing the draft Plan with staff. The Planning Commission generally supports the proposed Plan with a few exceptions which are noted in boxes in the draft Plan (Attachment 1) or noted in *italics* throughout this memo. Following the previous review by the PC and HCC, staff did a final review and incorporated a number of edits – mainly to provide clarification and eliminate redundancy. Staff edits are shown in underline and strikethrough text.

The draft Lakeview Neighborhood Plan is a complete rewrite of the existing plan that was last updated in 1985. The new Lakeview Plan establishes goals and policies for the neighborhood by topic area such as land use, natural environment, transportation etc. Figure L-1 (see

Attachment 1 and Attachment 3) shows the proposed land use map for the Neighborhood with a more detailed map of the parcels in Attachment 2A-C.

The following are the key policy changes from the existing Plan:

- Proposed rezone of a group of parcels on the Houghton slope from RS 12.5 to a new Planned Area (PLA 3C) zone to allow for development of 6 or 7 dwelling units per acre subject to specific development standards. The exact density is to be determined after the public hearing (see Attachment 1, Policy L-3.4 and L-3.6 on page 7 and Attachment 2.A map).

The new Planned Area allows for detached dwelling units or attached dwelling units (limit to two unit homes) and other uses typical in a low density residential zone. Flexibility in lot size and in some situations 0' setbacks (allows for attached homes) is allowed in order to cluster structures away from steep slopes. Within a short plat or subdivision, in no case could a lot be less than 5,000 sq. ft. For lots less than 7200 sq. ft. the size of the structures would be limited through the floor area ratio provisions in the Zoning Code. A Process I review would be required for new subdivisions and short plats. *See discussion below under the Zoning Code amendments section regarding staff recommending eliminating the Process I reference.*

➤ *Both Houghton Community Council and Planning Commission decided to wait until after the public hearing to make a recommendation on the exact density limit for the zone.*

- Policy L-4.1 and L-4.2, on page 9 would allow small lot single family lots in single family RS 7.2 and RS 8.5 zones throughout the Lakeview neighborhood consistent with the Market and Norkirk neighborhoods. This provision allows half the number of lots in a subdivision to be smaller than the minimum lot size. This would not apply to the new PLA 3C zone. The requirement to limit the size of homes on the smaller lots using floor area ratio regulations would be new to Houghton.
- A new Policy L-4.4 (shown in Attachment 1, page 10) as proposed by the Houghton Community Council for multi family residential property containing legal non-conforming density would allow property owners to keep the number of legal nonconforming dwelling units if they redevelop their property (refers to RM 3.6 zone).

Throughout the city under current non-conformance requirements of KZC Chapter 162, if a structure is demolished or the property redeveloped, new structures must conform to current Zoning Code and Building Code standards including density. Non-conforming density may only be retained in cases where a structure is destroyed by fire or other casualty.

- *The Planning Commission disagrees with the Houghton Community Council on having a different policy from the rest of the City and believes the policy should be deleted.*
- Beginning on page 16, the new vision for the Yarrow Bay Business District expands the types of uses to allow a mix of commercial, retail and housing; increased height; and east/west pedestrian connections between properties, the South Kirkland Park and Ride, the Eastside Rail Corridor and the Central Houghton Neighborhood.

The District is divided into three subareas YBD 1 (South Kirkland Park and Ride property), YBD 2, YBD 3 and the PR 8.5 zone. Height will be measured from average building elevation. New urban design policies establish the framework for the new Design Guidelines for the District and design review will be required with new development. No changes to YBD 1 policies are proposed (South Kirkland Park and Ride property).

- *Building Height- The Houghton Community Council recommends a building height in YBD 3 of 55' and in YBD 2 at 60' above average building elevation. The Planning Commission supports the HCC recommendation but doesn't think a 5' difference is necessary and supports 60' for both zones.*

*Sidewalk Widths and Front Yard Setbacks- The Houghton Community Council recommendation is for 8' wide sidewalks along NE 38<sup>th</sup> Pl and 10' along Lake Washington Blvd.*

*The Planning Commission supports encouraging greater pedestrian oriented development by increasing the sidewalk widths to 10' for all three main streets in the District (NE 38<sup>th</sup> Pl, Lake Washington Blvd, and Northup Way) and to provide incentives for buildings to locate at the sidewalk by allowing 0' front yard setbacks for all streets except Lake Washington Blvd.*

*Staff does not believe Northup Way warrants a 10' wide sidewalk because of the location near SR 520, the type of uses along the street and anticipated level of pedestrian activity. Attachment 4-P shows the proposed street improvements in the YBD recommended by staff.*

- In the PR (Professional Office/Residential) zone south of NE 60<sup>th</sup> Street three changes are included:
  - Policy L-7.1 on page 13 will allow small neighborhood commercial uses throughout the PR zone except if fronting or taking access on Lakeview Dr.
  - The above policy also includes a rezone of the block located east of the alley between NE 59<sup>th</sup> ST and NE 60<sup>th</sup> ST from RM 3.6 to PR 3.6.

- Policy L-7.2 on page 14, describes the sites north of Kidd Valley including the old post office site, clarifies the types of uses allowed and establishes development standards and the review process for changes in use requiring additional parking and redevelopment of the properties.
- Policy L-11.3 on page 24 establishes that Parks (especially waterfront parks) should keep wide expansive views of Lake Washington free of obstruction from vegetation and structures. Residents who may be impacted by new vegetation to the east should be notified by the Parks Department and involved in the placement and variety of the vegetation or structures.
  - *The Planning Commission believes this policy would result in protection of private views from properties to the east of waterfront parks. The Planning Commission believes this policy should be deleted because the City does not regulate protection of private views. The Houghton Community Council believes the Lakeview Neighborhood is unique and views of Lake Washington from city streets and private properties east of Lake Washington in Lakeview should be protected.*

## **Zoning Map, Key Zoning and Municipal Code Amendments**

Attachments 2 A, B and C show proposed changes to the Plan Land Use Map and Zoning Map. Attachment 4 contains a detailed list of the proposed Zoning and Municipal Code amendments along with the actual text changes to implement the Plan policies in Attachments 4 A-T. A summary of the key changes are described below:

- **Zoning Map Changes:** The Zoning Map will be revised to include the following changes (see Attachments 2 A-C):
  - A group of parcels located generally south of NE 52<sup>nd</sup> St on the eastside of Lake Washington Blvd would be rezoned from RS 12.5 to a new Planned Area 3C with a density of either 6 or 7 dwelling units per acre, to be determined after the public hearing (Attachment 2A).
  - A block located between NE 60<sup>th</sup> ST and NE 59<sup>th</sup> ST and between Lakeview Dr and Lake Washington Blvd. is proposed to be rezoned from RM 3.6 to PR 3.6 consistent with the parcels to the west and south (Attachment 2B).
  - Several label or prefix changes would be eliminated to clarify the types of uses allowed on certain parcels that either tie back to the existing Lakeview Plan or related to the old Comprehensive Plan legal cases. The properties have since been redeveloped and the labels and prefixes are unnecessary (Attachment 2B).

- Create a new Yarrow Bay Business District zoning district by grouping the following parcels and rezoning to YBD 2 and YBD 3 (see Attachment 2C). Parcels currently zoned Professional Office (PO) and PLA 3A would be rezoned to YBD 2 (Yarrow Bay Business District, subarea 2) zone. Parcels currently zoned FCIII would be rezoned to YBD 3. The PR 8.5 zone would also be included within the Yarrow Bay Business District boundaries. (Note: YBD 1 contains the South Kirkland Park and Ride property and is being reviewed through a concurrent process. The City Council approved the zoning changes on June 22).
- Amendments to PR 3.6 Zone: Attachment 4-E includes text changes to allow small neighborhood oriented retail and other commercial uses in addition to multi family and office uses allowed today South of NE 60<sup>th</sup> ST. Limitations are included for the size of business, location (on Lakeview Drive) and internally lit signs. If the rezone of the RM 3.6 block east of the alley is adopted these same regulations would apply. Text changes are included specific to two parcels on the corner of NE 60<sup>th</sup> St and Lake Washington Blvd. to clarify the review process and guidance for meeting parking requirements should a change in use require additional parking.
- New Planned Area 3C Chapter 60.20 establishes specific regulations and development standards for portions of the south Houghton Slope including maximum dwelling units per acre of either 6 or 7 with the specific density to be determined after the public hearing; no lots less than 5,000 sq. ft. in size; allows 0' side and rear setbacks for two unit homes (attached dwelling units); and establishes peer review of geotechnical reports (see Attachment 4-J).
  - *In Attachment 4-J, note the following staff edits made to PLA 3C for clarification that you may want to discuss:*
    - *General Regulations- Several of the development standards were deleted and instead text refers to the regulations in KZC Chapter for geological hazardous sites Section 85.15 that states submittal requirements for geotech reports; Section 85.25 states the performance standards during construction and Section 85.45 states a protective covenant may be required.*
    - *Detached Dwelling Unit use listing- To avoid situations where someone wants to remodel or demolish and rebuild a single family home on an existing lot a minimum lot size of RS 12,500 sq. ft. lot was added. A Process I would still be required for a short plat.*
    - *Text clarifies that the minimum lot size of 5,000 sq. ft. only applies within a short plat or subdivision to avoid using the lot line provision to reduce existing lots to 5,000 sq. ft.*
    - *A special regulation was added to be clear that in this zone road dedication and vehicular access easements or tracts may not be included in the density calculation or minimum lot size per dwelling unit.*

- *A separate use listing for Attached Dwelling Units was added instead of using the term two unit hom and a special regulation added to limit the number of attached units in one structure to two.*
- *A link to the Chapter 85 requirements is below:*  
[http://kirklandcode.ecitygov.net/CK\\_KZC\\_Search.html](http://kirklandcode.ecitygov.net/CK_KZC_Search.html)
- *An issue that you should discuss relates to Special Regulation 4 and whether the maximum floor area ratio for lots less than 7,200 sq. ft. should be increased from 50 to 60% to provide more of an incentive to cluster away from slopes. In the newly annexed area of the City in RSA 5.0 zones where units per acre is used the maximum floor area ratio for detached dwelling units is 60% of the lot size if the primary roof form of all structures on the site is peaked with a minimum pitch of four feet vertical to 12 feet horizontal.*
- For parcels that front on Lake Washington Blvd. or Lake St So located in the RM, PR, WD III, BN, PLA3B, PLA 6A, PLA 6I zones, delete the requirement for an additional 2' front yard setback for each one feet the structure exceeds 25 ft. For waterfront properties required to provide increased shoreline setbacks, this is a further restriction along the street. The regulation is rarely applied because of the height limit of buildings. For these reasons staff recommends deleting the requirement. (see Attachment 4. D.)
- New Zoning Code Chapter 56 for YBD 2-3: will contain the new regulations for the YBD 2 and 3 subareas. Key elements of the proposed YBD regulations are summarized below (see Attachment 4. G. for more detailed information about the regulations):
  - Design review by the Design Review Board
  - Provisions for mixed-use development including residential uses.
  - Expand the types of commercial uses such as retail, office, restaurants or taverns, banking, schools (including day-care), government facilities, community facilities, and entertainment, cultural and/or recreational activities.
  - Requirement that ground floor of structures must provide a 13' floor to ceiling height to accommodate office or retail uses.
  - Individual retail establishments would be limited to either 15,000 square feet proposed by staff and the Houghton Community Council or 65,000 sq. ft. recommended by the Planning Commission.
  - *The Planning Commission questioned that if we want to limit large scale retail we should increase the size to 60,000 sq. ft. consistent with other areas of the City such as the Rose Hill Business District. The limit is actually 65,000 sq. ft. in the RHBD. Therefore the size limit in the charts states 65,000 sq. ft.*
  - Development standards to include (see Attachment 4G):



- Front setbacks for buildings along NE 38<sup>th</sup> Pl (and possibly Northup Way depending on the results of the public hearing and final PC and HCC recommendation) could be 0' for retail and if a pedestrian oriented façade is provided otherwise a 10' wide landscaping would need to be provided.
  - Front yard setbacks along Lake Washington Blvd would be 20' to keep a wide setback as you enter the City
  - Maximum building height would be 55' in YBD 3 and 60' in YBD 2 measured from average building elevation.
- *Planning Commission thinks building height should be consistent at 60' for both zones because 5' is not a significant difference.*
- Chapter 92 Design Regulations: Amendments to Chapter 92 are included for expansions and remodel of buildings not subject to Design Review Board review (see Attachment 4. K.).
  - Section 110.52: This section provides standards for sidewalks and other public improvements in design districts. The proposed amendment to this code section would add a reference to the Yarrow Bay Business District and Plates 34L and 34M. (See Attachments 4.Q and 4.R).
  - Chapter 142 Design Review: Amendments establish that the Design Review Board shall conduct design review within the Yarrow Bay Business District and refer to the new Design Guidelines (see Attachment 4.O and P.).
  - Zoning Code Chapter 180 - Plate 34L: The graphic in Attachment 4.Q. would be added to the plates provided in Chapter 180 of the Zoning Code that establishes the requirements for east-west pedestrian circulation in the Yarrow Bay Business District from Lake Washington Blvd through large blocks connecting to the South Kirkland Park and Ride, the future Eastside Rail Corridor and the Central Houghton Neighborhood.
  - Zoning Code Chapter 180 - Plate 34M: The graphic in Attachment 4.R describes the required street improvements for both sides of NE 38<sup>th</sup> Pl and Lake Washington Blvd. The standard would be 10' wide sidewalks with street trees and decorative pedestrian lighting.
- *The Planning Commission recommends Northup Way also provide 10' wide sidewalks. Staff recommends Northup Way have the city standard of 4.5 landscape strip with street trees and 5' wide sidewalk because it is anticipated there will be less pedestrian activity to warrant a 10' wide sidewalk.*

- Municipal Code:
  - Section 22.28.040, Subdivision Ordinance: Establishes that the small lot single family provision will be allowed in Houghton in the RS 7.2 and RS 8.5 zones but not in the new PLA 3C zone (see Attachment 4.S).
  - Section 3.30.040-Design Guidelines for Yarrow Bay Business District: An amendment to the Municipal Code is necessary to add the Design Guidelines for the Yarrow Bay Business District (see Attachments 4.T and 5).

The Guidelines are designed to:

- Ensure high quality building and design
  - Address building scale and massing
  - Ensure pedestrian features and amenities
  - Address the streetscape along NE 38<sup>th</sup> Place, Lake Washington Blvd, Northup Way
  - Address the gateway at NE 38<sup>th</sup> Place/108<sup>th</sup> Avenue NE and at Lake Washington Blvd at city limits
  - Minimize the visual impacts of parking areas and facilities from streets
  - Foster the creation of a mixed use residential and commercial district with improved pedestrian circulation and amenities
- *The Design Guidelines in Attachment 5 reflect the edits recommended by the Planning Commission including:*
- *encouraging structured rather than surface parking*
  - *clarifying what is meant by the term "human scale"*
  - *clarifying why balconies are encouraged to be provided (to allow for barbequing, sitting, private recreation space and as a building modulation technique).*

## Next Steps

Following the public hearing, the Planning Commission (July 14<sup>th</sup>) and Houghton Community Council (July 25<sup>th</sup>) will meet to discuss their recommendation. Once the Planning Commission and Houghton Community Council finalize their recommendations, staff will present the proposed amendments to the City Council at a study session tentatively scheduled for September 6<sup>th</sup>. Council action on the amendments is tentatively scheduled for September or October 2011. These dates are subject to change.

## Discussion - Additional Issues or Clarifications

Staff recommends that the Planning Commission and Houghton Community Council consider several remaining issues needing clarification. These issues are discussed below.

1. *For PLA 3C what should the final density be? Do you have questions on the staff edits?*
2. *Should the final building height for YBD 2 (60') and 3 (55') be different?*
3. *Should all three streets in the YBD warrant 10' wide sidewalks (Lake Washington Blvd, NE 38<sup>th</sup> Pl and Northup Way)? And 0' front yard setbacks?*
4. *The PC and HCC disagree on two policies pertaining to the non-conforming density Policy L-4.4 and the parks and open space Policy L-9.3. How should this be resolved?*
5. *Are there additional edits to all the documents that should be made before final recommendation?*

Attachments:

1. Draft Lakeview Neighborhood Plan with figures
2. Proposed Zoning Map changes
  - A. RS 12.5 to PLA 3C zone
  - B. RM 3.6 and PR 3.6 changes
  - C. Yarrow Bay Business District Zones
3. Proposed revised City wide Land Use Map
4. Summary list of proposed Code Amendments and detailed amendments A through T below:
  - A. KZC Table of Contents revisions
  - B. KZC 5. Definitions amending .145 Commercial Zones- add YBD; .490 low density zones add PLA 3C; .513 maximum dwelling units per acre- insert text regarding PLA 3C; .595 office zones- delete FCIII and PLA 3A and .785 residential zones-add PLA 3C
  - C. KZC Section 10.25 delete FCIII zone and insert YBD zones
  - D. KZC Delete the requirement for parcels abutting Lake Washington Blvd or Lake St So that the required yard must be increased two feet for each one foot the structure exceeds 25 ft. – Applies to RM 20.08, PR 25.08, WD III 3035, BN 40.08, PLA 3B 60.27, PLA 6A 60.55, PLA 6I 60.95.
  - E. KZC 25.08 PR Zones - PR 3.6(2) - Allow neighborhood oriented businesses if property fronts and is oriented to Lake Washington Blvd. Delete prefix (2) on map; PR 3.6(4) zone- Two parcels north of Kidd Valley- Amend the types of uses that can locate there, add special regulations that describe development standards in policies. Reduce level of review process. Delete prefix (4) on map.; Add Design Review applies to PR zone in YBD District
  - F. KZC 35 deletes FCIII use Chapter.
  - G. KZC New Chapter 56 for YBD charts-Yarrow Bay Business District Subareas YBD 2 and 3. Includes parcels currently zoned PO, FCIII, PR 8.5, and PLA 3A.
  - H. KZC 60.17 PLA 2A deletes Special Regulation #2. Regarding if portions of property are in PLA 3A. No longer relevant. Property was donated to become Yarrow Bay Wetlands
  - I. KZC 60.20- Delete PLA 3A use zone charts
  - J. KZC 60.20 Insert new PLA 3C use zone charts
  - K. KZC Chapter 92 Design Regulations- insert YBD reference
  - L. KZC 100.52 adds that cabinet signs are prohibited in YBD.

- M. KZC 110.52 insert YBD zone for street improvements that are referenced in Plate 34
- N. KZC 115.42 insert text that FAR would apply in PLA 3C for lots less than 7,200 sq. ft
- O. KZC 142.25. insert reference to Design Guidelines in YBD
- P. KZC 142.37 Design Departure in YBD for required yards
- Q. KZC 180 Plate 34 L revise to show location for potential pedestrian pathways in YBD
- R. KZC 180 Plate 34 M new plate describing required street improvements in YBD.
- S. KMC Subdivision 22.28.040 insert text that states that lot averaging and the small lot single family do not apply to the new PLA 3C zone.
- T. KMC 3.30.040 Add Design Guidelines for Yarrow Bay Business District.

- 5. Proposed Design Guidelines for Yarrow Bay Business District
- 6. Public Comments received since either the April 25<sup>th</sup> HCC and April 28<sup>th</sup> PC meetings
  - A. Foster email Seattle Times Article
  - B. Foster letter April 28, 2011

cc: File ZON07-00032

## Lakeview Neighborhood Plan

*Draft revised 6-15-2011*

*Planning Commission recommended changes are shown in text boxes.*

### **1. Overview**

The Lakeview Neighborhood is bounded by Lake Washington on the west and the Burlington Northern Santa Fe Railroad (BNSFR) right of way and the Central Houghton Neighborhood to the east (See Figure L- 1, Land Use Map). Lake Washington Boulevard and Lakeview Drive provide north-south vehicular, bicycle and pedestrian connections from the SR 520 interchange to Downtown Kirkland and adjacent neighborhoods. The Yarrow Bay Business District serves as a southern gateway to the City.

The Marsh and Houghton Beach waterfront parks are recreational hubs for neighborhood residents and visitors, while Terrace Park serves as a neighborhood park. Yarrow Bay wetlands with its lush tree canopy functions as a pristine wetland and stream system and provides critical wildlife habitat while serving as a sanctuary from surrounding urban development.

Land uses within the neighborhood consist of low to medium residential densities, offices and neighborhood oriented businesses. Carillon Point is an important employment center and regional tourism draw with its mix of offices, retail, hotel, restaurants, housing and marina on the shores of Lake Washington. The Yarrow Bay Business District contains large office parks with limited services for businesses and freeway travelers.

The policy direction for the waterfront is established in the Shoreline Area Chapter of the Comprehensive Plan. The thrust of those shoreline policies is to maintain residential uses, permit water-dependent commercial uses where commercial uses presently exist, and place a high priority on public access to the water either through park acquisition or pedestrian easements.

### **2. Vision Statement**

The following vision statement is intended to describe the desired state of the neighborhood 20 years in the future.

Located along the eastern shores of Lake Washington the Lakeview Neighborhood has a special waterfront town charm. Lakeview residents value the visual and physical connection to Lake Washington. Wide, expansive views of the Lake and the Olympic mountains have been sustained because of careful selection and placement of trees and vegetation, to avoid view obstruction of the Lake from public streets and properties to the east. Over time the neighborhood has maintained its unique waterfront neighborhood character.

The neighborhood is a mix of single family and multifamily residential areas, offices, neighborhood oriented businesses and two commercial centers - Carillon Point and the Yarrow Bay Business District. Adequate parking is available on streets for easy access to neighborhood oriented businesses in the center of the neighborhood.

Infill development on the Houghton and Yarrow Bay slopes continues while maintaining the visual character of the hillsides and retaining trees to the maximum extent. Overall, the neighborhood has resisted development pressure to allow a large amount of density increases.

The Yarrow Bay Business District is a vibrant pedestrian urban village with a mix of commercial uses, housing, hotels, and services for businesses, residents, transit users and freeway travelers. The Business District has evolved over time to incorporate pedestrian oriented improvements such as landscaped green spaces and plazas for people to gather, public art, and improved street design with decorative pedestrian lighting.

The South Kirkland Park and Ride lot has transformed from a surface parking lot and transit center to a transit oriented development with additional parking stalls to serve transit riders, a mix of housing for a range of incomes, commercial services, improved vehicular and pedestrian access to the site and is a well designed architectural gateway to the City.

The street network in Lakeview is well established. A master plan for Lake Washington Boulevard has resulted in creating a streetscape design that includes wide sidewalks, landscaping, pedestrian decorative lighting, benches, and art. Improvements to both Lake Washington Boulevard and Lakeview Drive have increased pedestrian and bicycle safety and reduced traffic congestion.

Pedestrian and bicycle trails provide increased connections between the Yarrow Bay wetlands, Lake Washington Boulevard, Watershed Park, Carillon Woods Park and the future Eastside Rail Corridor along the old BNSF railroad right of way.

Lakeview's parks are clean, well maintained, and enjoyable for residents and visitors. Our waterfront parks are a model for how shoreline areas can provide a soft, natural shoreline to improve habitat with the planting of native vegetation. Access to a majority of the water's edge has been maintained for residents to enjoy our lake.

Our streams and wetlands are protected through management of development, maintaining existing vegetation and restoration projects. At the Yarrow Bay wetlands, people may observe the scenic beauty of the wetlands and wildlife habitat from viewpoints.

### **3. Historical Context**

The Lakeview neighborhood is part of what was once the city of Houghton until 1968 when Houghton merged with Kirkland. As a result of the merger, the Houghton Community Council retained jurisdiction over land use decisions within the neighborhood.

Notable Houghton settlers were the Samuel French, the Jay O'Conner, the Curtis, Fish and Lute Marsh families. What is now known as the Orton House (Sutthoff House) at 4120 Lake Washington Blvd. was originally built in 1903 by realtor Charles Parrish for the Morris Orton family. The Orton house was then rented to a Dr. George Hudson Davis around 1910 and used as the area's first hospital and dental office. The Herman Schuster house (grandfather of Louis Marsh) was built just north of the Orton home. The French house was moved from its original location at 10126 NE 63<sup>rd</sup> Street to its present location at 4130 Lake Washington Blvd. in 1978.

In 1929, Louis Marsh built the Marsh Mansion on the property (6610 Lake Washington Blvd.) his parents purchased in 1905. Marsh Park, donated by Mr. Marsh, is on the land he acquired when Lake Washington was lowered in 1916. Harry French and other Houghton residents commuted to Seattle to work in Yesler's Mill either by rowing boats, by horse or daily ferry service. Harry French built a frame cabin for his family which later became Pleasant Bay's (original name for Houghton) first classroom and its first Sunday school.

*The French House was moved  
from 10129 NE 63<sup>rd</sup> ST to 4130  
Lake Washington Blvd. in 1978.*



On Lake Washington Boulevard between NE 59<sup>th</sup> – 60<sup>th</sup> Streets, two older buildings exist that have been used as an antique store and offices. One was built in the 1900's and was the early site of the Houghton Post Office.

Where Carillon Point is today was the original location of the Lake Washington Shipyard, started in 1905 by two brothers-in-law - Bartsch and Tompkins. The shipyard was an employment hub, building wood ships during the First World War, then steel ships during the Second World War.

Near this location, NE 52<sup>nd</sup> Street (Curtis Road) was the first street in Houghton connecting Lake Washington Boulevard to 108<sup>th</sup> Avenue NE (Cort Road). After the shipyards closed in the late 1940's, the site was used for many years as a practice facility for the Seattle Seahawks football team.

*Curtis Landing dock and the  
Houghton Post Office location.*

The Lakeview Terrace neighborhood south of NE 68<sup>th</sup> Street and Lakeview Drive was built in 1942 to serve as housing for the Lake Washington Shipyard workers during the Second World War and many of the existing homes remain today. Terrace Park was originally the site for a community center for the Lakeview neighborhood during the war. Around 1955, the buildings were converted to house the Houghton City Hall, library, fire station and police station.



*Lake Washington Shipyards  
during WWI and WWII.*

*For more detail on the history of Houghton see the Central Houghton Neighborhood Plan and the Community Character Chapter for goals and policies regarding the preservation and designation of historic buildings, structures, sites and objects of historical significance.*



***Goal L-1: Encourage preservation of structures, sites and objects of historical significance in the Lakeview Neighborhood.***

***Policy L-1.1: Encourage property owners to preserve buildings, structures, sites and objects of historical significance.***

The Community Character Element list of Historic Buildings, Structures, Sites and Objects includes the structures and sites in the Lakeview Neighborhood: the Marsh Mansion at 6610 Lake Washington Blvd., the French House at 4130 Lake Washington Blvd., and the Orton House at 4120 Lake Washington Blvd., the Shumway site at 510-528 Lake Street S. (structure was moved to Juanita), Lake Washington Shipyards site at Carillon Point and the Lake House site at 10127 NE 59<sup>th</sup> ST. The Marsh Mansion is recognized on the National and State Registers of Historic Places and contains a Historic Landmark zoning designation.

Notwithstanding the language regarding historic structures in the Goals and Policies Section of this Comprehensive Plan, it is the intent of the Houghton Community Council and the Kirkland City Council that only residential use should be permitted in either the Orton or French houses at their present site. The Marsh Mansion is the only historic structure which should be considered as possibly appropriate for non-residential use.

***Policy L-1.2: Provide directional signs, markers and interpretive information at structures, buildings, sites or objects of historical significance.***

Individual historic properties are encouraged to add historic plaques and interpretive signs. Additional directional signs and interpretive centers at or near structures, buildings, sites or objects of historical significance around the neighborhood would help bridge the Houghton's rich history with future generations. As street signs are replaced, the original street names should be added to recognize the neighborhood's history. The Community Character Element of this Comprehensive Plan lists other techniques to preserve the neighborhood's history.

<b>4. Natural Environment</b>
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***Goal L-2: Protect and enhance the natural environment in the Lakeview Neighborhood.***

**Natural Water Systems**

***Policy L-2.1: Protect and improve water quality and promote fish passage by undertaking measures to protect Lake Washington, and the wetlands and streams in the Carillon Creek, Yarrow Creek and Houghton Slope basins.***

Four drainage basins and associated creeks flow through Lakeview toward Lake Washington: Yarrow Creek, Houghton Slope A, Houghton Slope B, Carillon Creek and Yarrow Bay wetlands (See Figure L- 2, Sensitive Areas Map). These drainage systems provide important ecological functions such as flood and storm water conveyance, water quality, fish habitat, wildlife and riparian corridors, and open space benefits. Cutthroat Trout inhabit Yarrow Creek. Cochran Springs Creek is considered a tributary to Yarrow Creek and also contains Cutthroat Trout, juvenile Coho salmon and Lamprey.



Where feasible, barriers within stream corridors should be removed to allow fish passage (such as through the SR 520 interchange, along Northup Way, and at the railroad crossing). Use of pesticides and fertilizer near stream and wetland areas should also be avoided.

***Policy L-2.2: Develop viewpoints and interpretive information around streams and wetlands if protection of the natural features and private property can be reasonably ensured.***

Yarrow Bay wetlands function as a pristine natural wildlife reserve and water quality system filtering contaminants prior to discharge into Lake Washington. With improved access, the wetlands would also provide passive recreation and educational opportunities. Installation of viewpoints would improve visual access to the wetlands and Lake Washington if they could be constructed to protect the natural system and rights of private property owners.

### **Soils and Geology**

The Houghton and Yarrow Slopes contain soils susceptible to moderate to high landslide hazards particularly when wet or sliding as a result of earthquake activity (See Figure L-3 Geologically Hazardous Areas Map).

***Policy L-2.3: Manage development to protect potentially hazardous areas, such as landslide, erosion, and seismic areas.***

### **Houghton Slope**

The most sensitive portions of the Houghton Slope are generally south of NE 58th Street. The soil types there are prone to sliding and erosion; and the slopes are steep, averaging 15 percent with portions greater than 40 percent. There are several steep ravines which have a particularly high hazard of sliding because of the large amounts of groundwater in the slope causing artesian pressure and many small streams. The trees and other vegetation on the slope help to provide slope stability. They also provide significant aesthetic value because of the wooded slopes, particularly for those who enter the City from the south on Lake Washington Boulevard.

Houghton Slope north of NE 58th Street although less sensitive than the slopes further south also bears careful scrutiny. This area is mostly developed with low- and medium-density residential. Construction on or adjacent to these slopes may cause or be subject to land sliding, excessive erosion, and drainage or other problems associated with development on a slope.

### **Yarrow Slope**

The Yarrow Slope, west and south of the Yarrow Bay Wetlands has also been identified as having soils susceptible to moderate landslide hazards. Some landslides occurred in the early 1960s southward along the present location of SR520. Nearby landslides, steep slopes, high water content, and peat deposits warrant additional geotechnical analysis to ensure slope stability. Locating structures on the site to that—minimizes disruptions to natural systems such as steep slopes, hillside streams and wetlands ~~isare preferred. Special care should be taken during and after construction in order to minimize adverse impacts on the wetlands.~~ Development on these slopes should consider the same development standards listed under the Houghton Slope land use section below.

Some properties surrounding the Yarrow Bay Wetlands contain seismic hazard areas because the soil type is subject to risk of earthquake damage as a result of seismically induced settlement or soil liquefaction. Regulations governing development on geologically hazardous areas are located in the Kirkland Zoning Code.

***Policy L-2.4: Encourage the creation of backyard sanctuaries for wildlife habitat.***

Lakeview contains many wildlife corridors connecting parks in the Central Houghton neighborhood and along stream channels to Lake Washington and Yarrow Bay Wetlands. Within the Lakeview neighborhood residents are encouraged to improve wildlife habitat on their private property by planting native vegetation, providing food, water, shelter and space for wildlife.

**5. Land Use**

Figure L-1 describes the land use designations throughout the Lakeview Neighborhood.

**Residential**

***Goal L-3: Retain the residential character of the neighborhood while accommodating compatible infill development.***

***Policy L-3.1: ~~Maintain The Lakeview Terrace~~ area should remain in as a single family residential uses area up to nine dwelling units per acre.***

The single-family residential area of Lakeview Terrace, encircled by Lakeview Drive, NE 64th Street, and the railroad tracks, contains housing with some older structures. This area should be maintained as single-family at up to nine dwelling units per acre reflecting the existing small lots. by encouraging rehabilitation and by minimizing any possible The area should be protected from encroachment of the and adverse impacts of neighboring commercial and multifamily uses. The Lakeview Terrace area should be maintained in single family residential uses (up to nine dwelling units per acre) to reflect the existing small lot sizes.

**Houghton and Yarrow Slopes**

There are geologic constraints, and aesthetic attributes to, and utilitarian constraints for consider for development on the Houghton and Yarrow Slopes.

***Policy L-3.2: Along the Houghton and Yarrow Slopes, establish development standards to protect property from potentially hazardous areas such as landslides, seismic events and surface water runoff through development standards while allowing ~~for~~ redevelopment compatible with existing development.***

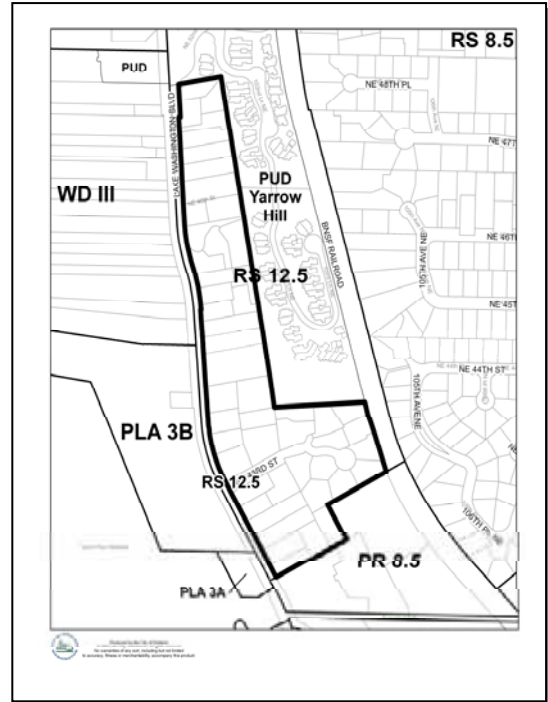
***Policy L-3.3: Along the north portion of the Houghton Slope between NE 58<sup>th</sup> Street and NE 64<sup>th</sup> Street retain the existing single family residential development at 4-5 dwelling units per acre.***

The area bounded by Lakeview Drive, NE 64th Street, the railroad right of way, and approximately NE 58th Street falls within a Moderate Landslide Hazard slope area (see the Natural Environment section).

All developments should be preceded by adequate slope stability investigations. The presence of an open stream, limited access, and existing small lot sizes impose limits on the feasible residential densities.

### South Houghton Slope- Planned Area 3C

The entire residential area south of NE 58th Street lies on the part of the Houghton Slope identified as containing High Landslide Hazard soils (see the Natural Environment Section). Several underground springs, watercourses and forested ravines located along the hillside may contribute to slope instability. The majority of the lots are under single ownership, are long, narrow, and have steep sloped driveways making vehicular and emergency access to Lake Washington Boulevard challenging. In many instances, the line of sight distances for automobiles entering and leaving the flow are generally too short to be safe. For these reasons consolidating driveways and limiting vehicular access points along Lake Washington Blvd should be a priority in the design of new development.



***(Please Note: \*\*Specific density figure to be determined after the public hearing)***

***\*\*Policy L-3.4: Residential development on the south Houghton slope PLA 3C should be limited to (six or seven) dwelling units per acre with a minimum lot size of 5,000 sq. ft. and subject to the development standards listed below.***

Given the unique physical constraints of the slope, the area should be treated as a planned area to allow for flexibility in site design, the location of structures and lot layout to protect steep slopes, existing water courses, and the retention of vegetation. Such techniques as aggregation of lots, smaller lots or clustering of units away from steep slopes should be encouraged.

Development should be subject to a public review ~~processthrough a Process I process permit~~ to ensure new development is consistent with the development standards described in Policy L-3.6 and compatible with surrounding existing residential uses. The size of the homes on the smaller lots should be limited by a reduced floor area ratio or other zoning requirements.

***Policy L-3.5: Along the Yarrow ~~Bay slope~~, ~~allow residential~~ allow residential density of three to five dwelling units per acre ~~is appropriate~~.***

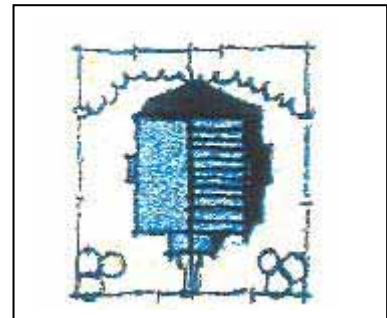
Along the slope west of the Yarrow Bay wetlands, because of the presence of geological, wetland and stream constraints found in the area, residential densities of three to five dwelling units per acre are appropriate. New development along the slope should also follow the development standards listed below for the Houghton and Yarrow slopes.

***Policy L-3.6: Regulate development on Houghton and Yarrow ~~Bay slopes~~ identified as landslide or erosion hazard areas to avoid damage to life and property.***

## Development Standards for Houghton Slope and Yarrow Bay Slope

The Houghton and Yarrow slopes contain areas identified as potential landslide and erosion hazards. New development on these slopes should use the best management geotechnical practices specific to the site and design of project to minimize any potential hazards. New development should be subject to the following conditions:

1. A slope stability analysis should be prepared which evaluates the site and surrounding area to minimize damage to life and property. Specific structural designs and construction techniques to ensure long term stability should be considered as part of the analysis. Within the PLA 3C area, as part of a development permit, the applicant's geotechnical report should include a hazard assessment. The analysis and recommendations should be reviewed by a qualified geotechnical engineer selected and retained by the City at the applicant's expense.
2. Hillside with the steepest slopes and or ravines may be required to be undisturbed in a natural condition and retained as permanent natural open space through the creation of a greenbelt easement or dedication.
3. A covenant which indemnifies and holds harmless the City for any damages resulting from slope instability should be required to be recorded on the property.
4. Lot coverage should be minimized to retain vegetation and watercourses.
5. Surface water runoff should be controlled at predevelopment levels.
6. Watercourses and wetlands should be retained in a natural state.
7. Vegetative cover should be retained to the maximum extent possible.
8. Flexibility in lot size and layout should be allowed through clustering of structures away from steep slopes and drainage courses and to preserve significant grouping of trees. Minimum lot size should be no less than 5,000 sq. ft. *(does not apply to Yarrow Bay slope)*
9. For sites containing wetlands, the maximum density allowed with sensitive areas is prescribed in KZC Chapter 90.
10. In the PLA 3C area to provide flexibility in site design, one required side or rear yard may be 0 feet (zero lot line) for the internal lot of a short plat or subdivision to allow for a two unit attached homes provided that:
  - a. individual dwelling units are on separate lots, and
  - b. no more than two units may be in one building, and
  - c. two- unit homes are designed to look like a detached single family house using design techniques such as limiting the points of entry on each facade, pitched roofs and covered porches.
11. Encourage properties along Lake Washington Blvd. to consolidate existing driveways to reduce the number of vehicular access points. *(does not apply to Yarrow slope)*
12. Sidewalks along the eastside of Lake Washington Blvd should be widened with new development and subdivisions to improve pedestrian circulation. *(does not apply to Yarrow slope)*



13. The City has the ability to access and provide necessary emergency services.

*See also the Zoning Code Chapters 85 regarding geological hazardous areas and Chapter 90 for streams and wetland regulations.*

***Goal L-4: Allow alternative residential development options that are compatible with surrounding development.***

***Policy L-4.1: Allow a variety of development styles that provide housing choice in low density areas.***

Providing housing options for a wide spectrum of households is an important objective to support and encourage. Alternative housing provides more housing choice to meet changing housing demographics, such as smaller households and an aging population. Allowing design innovations can help lower land development costs and improve affordability. Compatibility with the predominant detached single family housing style in the neighborhood will determine the acceptance of housing alternatives. Alternative housing styles such as cottage, compact single family, and common wall (attached) homes, accessory dwelling units, and clustered dwellings are appropriate options to serve a diverse population and changing household size and composition.

***Policy L-4.2: Encourage diversity in the size of dwelling units by preserving and/or promoting smaller homes on smaller lots.***

Diversity can be achieved by allowing properties to subdivide into lots that are smaller than the minimum lot size allowed in the zone if at least one of the lots contains a small home. This incentive encourages diversity, maintains neighborhood character, and provides more housing choice. Allowing smaller lots can also be an option for property containing environmentally sensitive areas.

Up to 50 percent of the single family lots within a subdivision should be allowed to be smaller than the zoning normally allows if a small home is retained or built on the small lots. The lots containing the small homes should be no less than 5,000 square feet in the RS 7.2 zones and no less than 6,000 square feet in the RS 8.5 zones.

### **Medium Density Residential**

***Policy L-4.3: In the north portion of the neighborhood west of Lakeview Drive, allow multifamily ~~uses at use at~~ medium density 12 dwelling units per ~~acre acre~~ appropriate.***

In the northern portion of the neighborhood west of Lakeview Drive, medium density residential is appropriate. In addition, several properties in this area of the neighborhood were built under previous higher density land use regulations as designated on the Zoning Map and may contain non-conforming density.

The Planning Commission recommends deleting this policy . Non-conforming density should be treated the same City wide.

ATTACHMENT 1  
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***Policy L-4.4: Where legal non-conforming densities already exist, the densities may be retained with the ~~allow retention of the existing density may be number of legal non-conforming units may be retained when~~ remodeling of structures or redevelopment of the subject property.***

Between Lakeview Drive and Lake Washington many parcels were developed under previous higher density zoning resulting in legal non-conforming development. To retain existing housing stock, pProperty owners should be allowed to maintain and redevelop their property while retaining the number of non-conforming units that exist and not be required to reduce the number of units to comply with current zoning density.

### **Yarrow Bay Wetlands and Shoreline Areas**

***Policy L-4.5: In ~~T~~the uplands area of Planned Area 2 adjacent to Points Drive is appropriate for ~~allow~~ multifamily development at a density of 10-12 dwelling units per acre. In ~~T~~the ~~low-wetland land~~ portions of Planned Area 2 should be limited residential development ~~to one dwelling unit per acre~~.***

Planned Area 2 is located adjacent to the Yarrow Bay wetlands. Any development in this ~~entire~~ area should maintain the functional integrity of the wetlands and the biologic functions of storage and cleansing of runoff waters (see Shoreline Area Chapter and Natural Environment section). In 1987, the majority of the Yarrow Bay wetlands were dedicated to the City of Kirkland to ensure protection. The wetlands have also been identified as an area subject to uneven settlement problems. For the ~~low-land portion of PLA 2~~ west of the Yarrow Bay wetlands and along the shoreline, ~~if development does occur in the wetlands or remaining upland areas,~~ densities should be extremely limited. ~~(one dwelling unit per acre).~~

Upland portions of PLA 2, outside the shoreline boundary and adjacent to or with direct access to Points Drive, have been developed as medium-density multifamily development (up to 12 dwelling units per acre).

***Policy L-4.6: ~~within Planned Area 3B,~~ is suitable for allow multifamily, hotel/motel, and limited marina use within Planned Area 3B.***

Planned Area 3B is fully developed with multifamily residential. Because of its adjacency to existing single-family and multifamily uses on the east and north, the development of office or other similar nonresidential uses in Subarea B would not be desirable. Use of existing multifamily units for overnight lodging, however, would be acceptable provided that the site development maintains its residential character and that accessory restaurants, retail, or similar uses are not allowed.

***Note: This policy was relocated to another section. Policy L-4.7: North of NE 64<sup>th</sup> Street east of Lake Washington Boulevard, limit commercial activities should be limited.***

~~A convenience commercial grocery store located on Lake Washington Boulevard and NE 64th Street serves a localized need by providing limited grocery service to the surrounding residential neighborhood. Limited neighborhood commercial uses should be allowed to remain at this site and improvements should be encouraged to enhance its compatibility with surrounding residential uses and~~



~~the scenic character of Lake Washington Boulevard. No further development of retail commercial facilities in this residential area should be permitted.~~

### ***Shoreline Areas***

North of Yarrow Bay, Existing development ~~elsewhere~~ on the shoreline is primarily residential. As discussed in the Shoreline Area Chapter of this Comprehensive Plan, residential uses should continue to be permitted along the shoreline.

#### ***Policy L-4.7 : Prohibit commercial uses along the shoreline south of Planned Area 15.***

Commercial uses should not be permitted along the shoreline south of Planned Area 15 due to the residential character of the area as well as access and visibility limitations. North of Planned Area 15, commercial activities should be permitted if public access to and use of the shoreline is enhanced. Other standards for shoreline activities are specified in the Shoreline Master Program.

### **Planned Area 15**

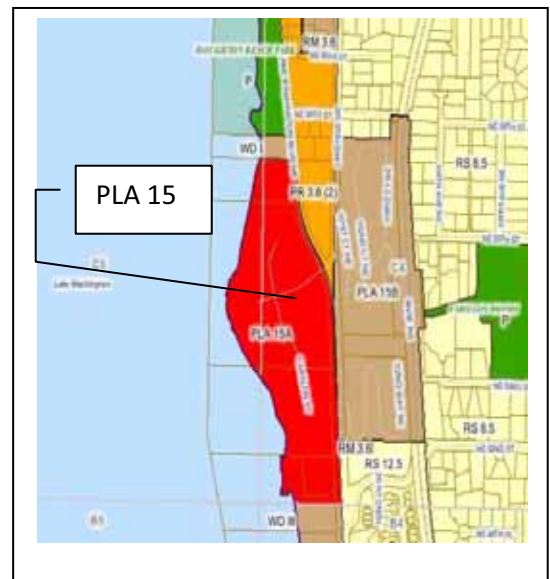
Planned Area 15 is comprised of Subarea A located west of Lake Washington Boulevard and Subarea B east of Lake Washington Boulevard and Lakeview Drive.

For many years, most of Subarea 15A was the site of the Lake Washington Shipyards, which ceased production in the late 1940s. The site was used as the Seattle Seahawks training facility until the late 1980s. The site is now developed as Carillon Point, a mixed-use commercial center containing office, retail, hotel, restaurant, marina and residential uses.

South of Carillon Point is the Yarrow Bay Marina containing over-water covered moorage facilities, dry dock boat storage, boat launch, boat sales and service, a pump-out facility and accessory office building. The marina has been in existence since the 1950's. In 2008, it was remodeled and added a shoreline public use area and public walkway connection to Carillon Point and the condominiums to the south. An office building exists on the parcel fronting Lake Washington Boulevard.

The majority of Subarea 15B is developed with medium to high density residential developed in conjunction with the Carillon Point Development to the west. Slopes in Subarea B are designated as containing moderate to high landslide hazard areas. Carillon Creek flows from Carillon Woods down the hillside through Carillon Point on its way to Lake Washington. With the development of Carillon Point the stream was enhanced with native plantings to improve fish habitat and serves as a natural amenity along the shoreline pedestrian walkway in Subarea A.

***Goal L-5: Ensure development in PLA 15 continues to provide water oriented uses, visual and direct access to the lake, and maintains the natural characteristics and amenities of the stream and Houghton Slope.***



**Policy L-5.1: ~~Within PLA 15 A, should continue to provide a mix of uses with priority to water dependent, water related and water enjoyment uses located along the shoreline. Allow Residential development is allowed at a density of 12 dwelling units per acre.~~**

Subarea 15A, west of Lake Washington Boulevard is developed with a mixture of uses. The City's Shoreline regulations KZC Chapter 83, governs the types of uses and activities allowed in PLA 15A. Shoreline regulations designate the area as an Urban Mixed shoreline environment. ~~As a means of minimizing waterfront development and providing greater public use and visual access opportunities within the Carillon Point development, some of the permitted unit count was transferred to Subarea B lying east of Lake Washington Boulevard.~~ Like the shoreline areas lying immediately to the north and south, residential development in Subarea A is allowed at a density of 12 dwelling units per acre.

**Policy L-5.2: ~~Retain w~~Water dependent uses and the view corridor, such as the existing marina in Subarea A, south of Carillon Point, are encouraged to remain.**

The marina development ~~in Subarea A and~~ south of Carillon Point provides water-dependent uses, recreational activities and services. It incorporates a waterfront public use area and public shoreline pedestrian walkway connection to Carillon Point to the north and residential property to the south. ~~Office and multifamily are appropriate uses for the upland portion of the site provided they are integrated and planned around the marina. The stand alone office building shares vehicular access and parking with the marina use.~~ A view corridor from Lake Washington Boulevard to the water should be maintained across the southern portion of both sites including maintaining the height of vegetation to not obscure the view of Lake Washington.

### **~~Carillon Point Development~~**

**Goal L-6: Recognize and enhance ~~the role Carillon Point plays as a mixed use employment center and tourism destination for the Lakeview Neighborhood, the wider Kirkland community and the region.~~**

In the hierarchy of commercial areas in Kirkland, the Land Use Element designates Carillon Point as a business district with its mix of office, retail, restaurants, housing, hotel, service businesses and marina. Carillon Point serves not only as a regional employment center but visitors and local communities frequent the area as a waterfront tourism destination.

**Policy L-6.1: ~~Govern: Govern~~ Development and uses at Carillon Point ~~should continue to be governed by an approved Master Plan.~~**

Carillon Point was developed under a master plan with an extensive public review and City approval process. Any future major change to the development should be reviewed to ensure Master Plan compliance.

The Master Plan and Zoning Code regulations for PLA 15A ensure that development will minimize impacts to existing uses in the vicinity including view obstruction, traffic volume and movement, noise and glare from uses of higher intensity, and compatibility of building scale. The Master Plan includes specific design guidelines for the site plan, circulation plan, and architectural design for the buildings.

The following is a summary of the key principles of the Master Plan to guide uses and development of the area (see KZC PLA 15 A and B for more detail):



- Within the shoreline area water dependent, water related, and water oriented commercial uses should be included such as marinas, fueling and sewage pump out facilities, and possibly tour boat operations, float plane service, passenger only ferry or water taxi facility, and public amenities access to piers for fishing, strolling or other pedestrian activities.
- Public access to and along the water's edge and waterfront public use areas should be maintained including public access signs.
- Public improvements adjacent to Lake Washington Boulevard are also desirable, such as wide sidewalks.
- Visual access to Lake Washington from Lake Washington Boulevard should be maintained. To achieve greater visual access, building height, setback and view corridor requirements may be varied. Views from existing developments to the east should be protected.
- Manage parking on site to avoid impact to adjacent properties.
- Traffic impacts to Lake Washington Boulevard should be minimized including limiting vehicular access points.
- Subarea B has been fully developed as part of a master plan, including an allowed transfer of density from the PLA 15A Subarea.

### **Neighborhood Oriented Commercial, Professional Office and Multi Family**

#### **Staff inserted new Goal:**

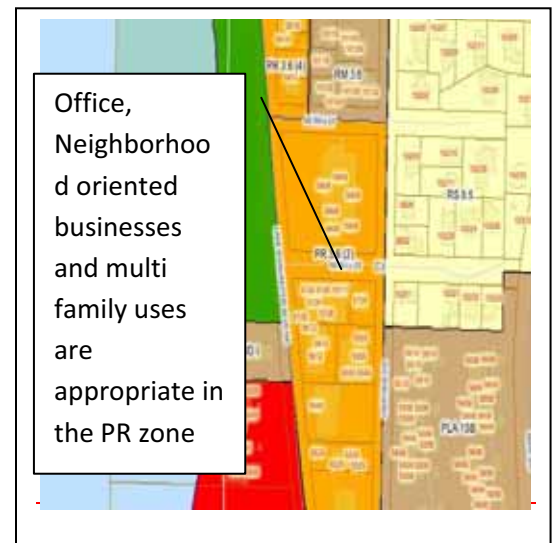
#### **Goal L-7: Accommodate a mix of uses south of NE 60<sup>th</sup> Street between Lakeview Drive and Lake Washington Boulevard consistent with the development pattern in the neighborhood.**

***Policy L-7.1: South of NE 60th Street between Lakeview Drive and Lake Washington Boulevard NE, ~~is suitable for~~ allow professional offices and medium-density residential uses at twelve dwelling units per acre and professional offices.***

***Also allow ~~small~~ neighborhood oriented retail businesses are also appropriate provided that:***

- a. Front facades of buildings are not facing or oriented to Lakeview Drive.***
- b. Vehicular access is not directly from Lakeview Drive.***
- c. Internally lit cabinet signs are not located along Lakeview Drive.***

***~~For all new uses other than residential or office the review process shall be Process I, otherwise~~***



***Planning Official review:***

Medium-density residential uses, at a density of 12 dwelling units per acre, and professional offices should be considered the primary uses. Small, neighborhood oriented retail, convenience stores, coffee shops or similar uses that serve primarily the surrounding neighborhood are appropriate except where building front facades would face Lakeview Drive or direct vehicular access is provided along Lakeview Dr. because of potential impacts to low density residential uses across the street. Internally lit sign faces should also not face Lakeview Drive. Appropriate uses are those that focus on local pedestrian traffic and will not result in spillover parking on neighborhood streets. Vehicle sales, service, and drive-through facilities should not be permitted in the PR zone.

***Policy L-7.2: Provide incentives to retain and enhance the existing historic structures and site(s) at the southeast corner of NE 60<sup>th</sup> ST and Lake Washington Blvd. ~~are encouraged to be retained, enhanced, and designed~~ Encourage maintenance withof a strong pedestrian orientation.***

On the eastside of Lake Washington Blvd between NE 60<sup>th</sup> -59<sup>th</sup> Streets, two older single family house style buildings and a fast food restaurant exist. The restaurant meets most or all of the current zoning standards for such uses. Both of the older buildings clearly do not meet zoning standards for building setbacks parking, and other zoning non-conformances are likely. Even so, all three buildings are of a scale and design which are compatible with neighboring residential uses.

One of the older buildings was constructed in the early 1900s and has historic significance as an early site of the Houghton Post Office the other was built in 1940's.

These parcels are appropriate for multifamily residential, office, and small, limited in size, and neighborhood oriented commercial uses discussed in L.6.3. Continuation of existing office and commercial uses within the existing nonconforming structures should be allowed and reviewed administratively.



Because of the non-conforming conditions of both properties discussed above, some flexibility in applying normal zoning standards should be allowed provided certain development standards are met. If a change of use is proposed that is required to have more parking than the current use, the proposal should be evaluated for consistency with the following standards:

- a. The use should provide a strong pedestrian orientation.
- b. -The number of required additional stalls for the new use should be determined based on the actual parking demand ~~through a parking modification~~. On-street parking on NE 60th St. may be counted toward a portion of the required parking with necessary improvements to the right of way (NE 60th Street) provided at the developer's expense.
- c. New parking areas should be placed, screened, and buffered to mitigate impacts to nearby residential uses. See Design Guidelines for Pedestrian-Oriented Business Districts, adopted by reference in the Kirkland Municipal Code for techniques.

d. Remodeling of the building that once housed the old Houghton Post Office should maintain the exterior design elements of the building including a pitched roof form. A historic marker should also be erected.

e. Redevelopment of the ~~subject~~ properties should comply with all applicable zoning standards.

~~Because of the historic significance of the structures, site and non-conforming conditions, some flexibility in applying normal zoning standards should be allowed. Redevelopment of the subject properties(s) should be reviewed through a Process IIA (Houghton Community Council Recommended) or Process I (Lakeview Advisory Group recommended) (currently Process IIB) consistent with the following standards:~~

- ~~a. Redevelopment of the subject property should ensure that building design incorporates design elements of the facade of the historic post office building including a pitched roof form and incorporates historical interpretive signs or other features into the subject property.~~
- ~~b. Nonconforming parking should be allowed to remain through a parking modification depending if the design maintains a strong pedestrian orientation and accommodates non-motorized transportation. On-street angled parking on NE 60th may be counted toward required parking with necessary improvements to NE 60th Street provided at developer expense.~~
- ~~c. Parking areas should be placed, screened, and buffered to mitigate impacts to nearby residential uses. See Design Guidelines for Pedestrian-Oriented Business Districts, adopted by reference in the Kirkland Municipal Code for techniques.~~
- ~~d. Redevelopment for residential uses should comply with all applicable zoning standards.~~

***Policy L-7.3: Along neighborhood streets, parking associated with commercial development and waterfront parks ~~users~~ should be monitored to avoid parking congestion.***

Over time the area south of NE 60<sup>th</sup> St has transitioned from single family and industrial uses to primarily office and multifamily uses. Increased parking congestion along neighborhood streets from summer use of Houghton Beach Park and nearby businesses can also be a problem limiting access to surrounding businesses or the park. Therefore, parking on surrounding streets should be monitored to ensure access to parks and businesses.

***Policy L-7.4: Limit commercial activities north of NE 64<sup>th</sup> Street east of Lake Washington Boulevard.***

A convenience commercial grocery store located on Lake Washington Boulevard and NE 64th Street serves a localized need by providing limited grocery service to the surrounding residential neighborhood. Limited neighborhood commercial uses should be allowed to remain at this site and improvements should be encouraged to enhance its compatibility with surrounding residential uses and the scenic character of Lake Washington Boulevard. No further development of retail commercial facilities in this residential area should be permitted.

## YARROW BAY BUSINESS DISTRICT

The Yarrow Bay Business District serves as an employment center containing corporate headquarters, large office complexes, restaurants, a motel, schools, and convenience services for local office workers and freeway travelers along SR 520. The Business District is divided into subareas primarily because of differences in topography and maximum building height.

***Goal L-8: Promote the vitality of the Yarrow Bay Business District as a coordinated, mixed use district, pedestrian-oriented village.***

The policies in this section are intended to support and strengthen the business district to evolve into a greater mix of retail, office, services, and housing to provide a more vibrant commercial district with greater pedestrian orientation and connections to transit facilities. Focus will be on integration of businesses and residents with a potential redevelopment of the area into a mixed use transit oriented district.

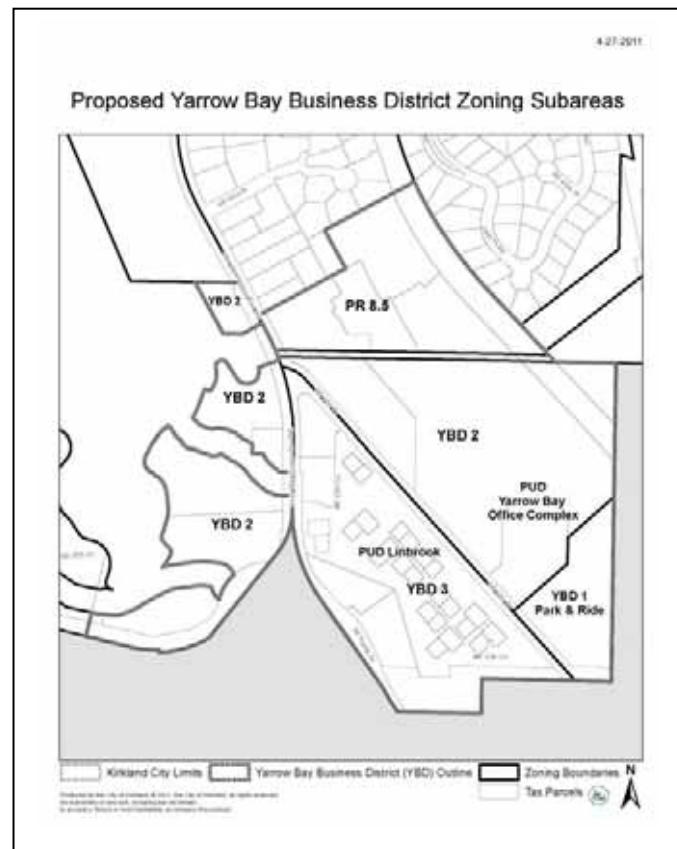
Due to the availability of adequate public services, easy access to major arterials, the freeway, and the overall compatibility with adjacent land uses, the predominate use should be devoted to commercial activities. Retail uses may be included as part of office structures but not as stand-alone large structures. Incorporating residential uses with commercial development would strengthen the area into a twenty four hour active community. All developments should include landscaping and other elements to enhance this interchange as a gateway to the City.

*See also the Urban Design section regarding design policies for the Yarrow Bay Business District.*

### **YBD 1- YARROW BAY BUSINESS DISTRICT 1- SOUTH KIRKLAND PARK & RIDE**

The property containing the South Kirkland Park and Ride is about seven acres in size, with approximately equal portions of the site lying within the cities of Kirkland and Bellevue. The site is owned by King County, and currently developed as a Park and Ride with approximately 600 parking stalls and a transit facility. The site is generally level, but has a steep slope along the eastern and southeastern boundaries within the city of Bellevue section of the site. Tall trees and heavy vegetation are present within the hillside areas.

King County has identified the South Kirkland Park and Ride as a potential site for transit-oriented development (TOD) for several years. Affordable housing is generally included in King County TOD projects, and is anticipated to be a significant component of future residential development at the South Kirkland site. The City of Kirkland has identified transit-oriented development at the South



Kirkland Park and Ride as a key affordable housing strategy. The City supports multifamily residential as the predominant use of the site in a transit-oriented-development project, with a variety of other uses to be allowed as well.

The South Kirkland Park and Ride property may continue as a transit facility with the potential for office use. Alternatively, if the site is redeveloped with TOD, the principles discussed below should be used to guide development at the Park and Ride.

***Policy L-8.1: Provide for affordable housing.***

Ensure that transit-oriented development provides for mixed-income housing, including a minimum of 20 percent of total units to be affordable to low and/or moderate income households.

- Development should strive to achieve greater affordability for at least 20 percent of its units, with an additional 25 percent to be affordable to median income households, through the use of as many funding sources as are necessary.

***Policy L-8.2: Ensure high quality site and building design.***

Develop implementing regulations for coordinated development of the entire site.

- Establish standards for building height and mass that acknowledge site topography and existing vegetation as factors for consideration.

Implement design standards for YBD 1.

- Ensure that regulations support appropriate building scale and massing throughout the site, produce buildings that exhibit high quality design and incorporate pedestrian features and amenities that contribute to a livable urban village character for the TOD.
- Provide guidance for the streetscapes along NE 38th Place and 108th Avenue NE to ensure buildings do not turn their backs on the streets and development provides a welcoming and attractive presence at this gateway to Kirkland.
- Protect the vegetative buffers and significant trees along the site's eastern and southeastern borders through development standards.
- Minimize the visual impacts of parking facilities from adjacent rights-of-way.



Foster the creation of a vibrant and desirable living environment through the use of high quality design, public amenities and open space.

Promote sustainable development through support of green building practices at the Park and Ride.



**Policy L-8.3: Maximize effectiveness of transit-oriented development (TOD).**

- Create the opportunity for Transit-Oriented Development (TOD) at the site through the development of standards and regulations that support necessary densities.
- Expand opportunities for retail development, incidental office development, and childcare facilities at the site to serve users of the Park and Ride, site residents and others.
- Provide opportunities for all types of users of the site to access the BNSF corridor; however it is developed, along the eastern boundary of the Park and Ride site.
- Reduce the need for parking at the site through regulations that promote shared parking between uses, and incentives to support alternatives such as shared car services and electric cars.
- Mitigate traffic, visual, noise and other impacts from more intensive development of the Park and Ride to the surrounding street network and residential areas.



**Policy L-8.4: Coordination with the City of Bellevue.**

- Coordinate an approach for the review and approval of development proposals for the site with the City of Bellevue.
- Manage emergency services to the site through agreements with the City of Bellevue.

**YBD-2 and YBD 3**

**Policy L-8.5: In YBD 2 and YBD 3 encourage a mix of office, retail, hotels, restaurants, housing, and services ~~provided that but limit individual retail or wholesale uses are limited to less than 15,000~~ 65,000 gross square feet.**

Development in YBD 2 and YBD 3 is appropriate for a mix of uses such as offices, specialty retail banks, hotel, motel, restaurants, schools or day care facilities, residential and grocery stores to serve offices and other employment nearby, or the freeway traveler. Individual retail uses should be limited in size to less than 65,000 sq. ft. to avoid large scale, stand alone retail uses more appropriate for other business districts. Drive through facilities should not be permitted in the Yarrow Bay Business District because they discourage pedestrian oriented development.

The clustering of development away from wetlands and streams is encouraged. Cochran Springs Creek requires protection. This area is the entrance to the City and, hence, the character of development is important. Because of the prominent location of the development as a southern gateway to the City, a gateway feature, art, superior landscaping, and pedestrian amenities should be provided along Lake Washington Blvd (*see Urban Design Section*).

The Planning Commission recommended the size be increased to 60,000 sq. ft. consistent with the Rose Hill Business District. Staff confirmed the size limit in the RHBD is 65,000 Sq. ft

**Policy L-8.6:** ~~The Limit~~ maximum building height ~~should be to~~ 5 stories in YBD 2 ~~and YBD 3~~. ~~Reduce B~~building mass ~~should be reduced generally~~ above the second floor with upper story setbacks, and vertical and horizontal modulation evaluated through the Design Review process.

~~Building height should be slightly lower in YBD 3 than YBD 2 to accentuate the rise in the topography of the district from west to east.~~

**Policy L-8.7:** At the southern end of the Houghton Slope professional offices or multifamily uses are allowed.

An existing office development is located at the south portion of the Houghton slope. The office land use designation should not extend further northward into the residential area on the southern end of the Houghton Slope. The offices provide a desirable transition to the residential area to the north and east. Accessory commercial uses are only permitted to serve the offices.

**Policy L-8.8:** Establish urban design standards for commercial and mixed use residential development in the Yarrow Bay Business District

Design Guidelines should be created to encourage attractive development in this gateway to the City. The design standards should encourage greater pedestrian orientation and pedestrian connections to other businesses, to the South Kirkland Park and Ride and other transportation facilities. Along the perimeter of the district, buildings should be stepped back vertically from the street and designed to be compatible with adjacent residential development.

**Relocated from Urban Design Section:**

**Goal L-9:** Provide transitions between residential uses and commercial uses.

**Policy L-9.1:** ~~Adopt development regulations that M~~minimize impacts of commercial development on residential areas and protect neighborhood character.

When locating more intensive commercial uses along the perimeter of commercial activity nodes, techniques should be used to minimize impacts on adjacent residential areas such as ensuring there is adequate parking on neighborhood streets for residents and businesses, minimizing noise in evening hours, and minimizing glare from commercial lighting. Regulating building height, building mass, building placement, and vehicular access and providing landscape buffers are effective transition techniques to reduce impacts of commercial uses on surrounding residential uses.

## 6. Transportation

The circulation patterns in the Lakeview Neighborhood are well established and permit through traffic to flow north and south on both Lakeview Drive and Lake Washington Boulevard. Northup Way, NE 52<sup>nd</sup> Street and NE 68<sup>th</sup> Street provide the east-west connections to the Central Houghton neighborhood.

**Goal L-10:** Improve vehicle, pedestrian and bicycle mobility along Lake Washington Boulevard ~~NE as a major vehicle, pedestrian and bicycle corridor into the City.~~

Lake Washington Boulevard is designated as a principal arterial and provides the major north-south route through Kirkland south of the Central Business District and west of I-405 (See Figure L- 4). The Boulevard also provides local access for a substantial number of residential developments and businesses. A significant proportion of existing traffic, however, is probably attracted to the Boulevard as much because of the scenic vistas of Lake Washington and ease of convenience or necessity. The scenic qualities of the Boulevard also contribute to making it a major pedestrian and bicycle corridor, serving waterfront park users, joggers, strollers, and Downtown shoppers.

Traffic on Lake Washington Boulevard has greatly increased, particularly during morning and evening commute periods. This congestion restricts local access to and from the Boulevard and has created noise, safety problems, and conflicts for pedestrians, bicyclists, and adjacent residents.

***Policy L-10.1: Enhance Lake Washington Boulevard NE as a scenic, recreational, ~~and~~ open space ~~function as well as a~~ and transportation corridor.***

~~The most effective solutions to the above problems are primarily of a design and improvement nature.~~ Improvements to the Boulevard could help accommodate its broader amenity function in such a manner that the safety of all the Boulevard's diverse users is enhanced, while significant amounts of through traffic are not diverted to other arterials. Accordingly, a master plan or set standards for Lake Washington Boulevard should be established through a public process that considers the following objectives:

1. Strategies to relieve congestion during commute times ~~at the north and south ends of Lake Washington Blvd. for commuters and for residents along the Boulevard to improve traffic flow and provide gaps in traffic~~ to improve access from adjacent ~~their~~ properties.
2. Widen sidewalks to improve pedestrian circulation on both sides of the street with ~~wider the widest~~ sidewalks on the west side.
3. Improve pedestrian crossings at intersections and adjacent to waterfront parks where safety considerations allow such installation. One option that could be studied is the concept of providing a pedestrian bridge across Lake Washington Blvd in the Yarrow Bay Business District to facilitate pedestrian crossing and provide a gateway feature to the City.

One member of the Planning Commission brought up the suggestion of adding an overhead pedestrian bridge linking the east to west side of Lake Washington Blvd in the Yarrow Bay Business

4. Use of landscaped median islands to separate traffic and provide pedestrian safety where center left-turn lanes or on-street parking are not needed.
5. Widening bicycle lanes.
6. Installation of on-street parking in areas of high parking demand, provided that traffic safety will not be impaired.



7. Installation of streetscape amenities such as public art, pedestrian lighting, street furniture, and low level landscaping that will not obscure views of the Lake and will enhance the pedestrian experience along the street.

***Policy L-10.2: Implementation of the above street improvements should be considered through the City's Capital Improvement Program process and site specific with private redevelopment.***

The means for implementing these improvements should be both on a comprehensive area wide basis and to the extent possible, on an incremental basis by encouraging or requiring them to be incorporated into private development.

***Policy L-10.3: Support regional transportation solutions that will reduce commuter or pass through traffic through the neighborhood and along Lake Washington Blvd. NE.***

Also important to the successful achievement of a greater amenity and mobility functions for Lake Washington Boulevard will be traffic improvements that are regional in scope. Accordingly, the City should support and encourage the following regional solutions:

1. Alternatives to the single-occupancy vehicle for commuting purposes, such as increased use of Metro Transit, commuter pool, High-Occupancy Vehicles (HOV), and the investigation of future modes, such as light rail.
2. Improvements to the I-405/SR 520 corridors.

***Policy L-10.4: Maintain Lakeview Drive as a minor arterial and alternative route to Lake Washington Blvd. NE through the neighborhood.***

Lakeview Drive is designated as a minor arterial and fully developed with two through lanes, bicycle lanes, sidewalks, and street trees. From its intersection with Lake Washington Boulevard, Lakeview Drive provides the primary route to the Houghton Business District and to State Street, which in turn provides access to the Central Business District. Lakeview Drive/ State Street provide an alternative north-south vehicular route from Lake Washington Blvd during peak commute times. Future traffic levels should be monitored and necessary measures undertaken to mitigate impacts.

***Policy L-10.5: Improve ~~the~~ pedestrian and bicycle circulation systems as both a recreation amenitiesy and as non-motorized transportation ~~option and to connections~~ to ~~surrounding neighborhoods~~ as well as, city and regional destinations-connections and transit facilities.***

The path/trail system shown in Figures L-5 and L-6 indicates the major elements of the pedestrian and bicycle circulation network in the neighborhood. Pedestrian and bicycle pathways provide a recreation as well as transportation function. The following pedestrian and bicycle connections should be priorities within the neighborhood:

1. From Lake Washington Blvd east to the future Eastside Rail Corridor on the railroad right of way and the Central Houghton Neighborhood.

2. Between properties in the Yarrow Bay Business District and to the South Kirkland Park and Ride and future Transit Oriented Development.
3. Along the Lake Washington shoreline with connections to Lake Washington Boulevard as required by the shoreline regulations. Existing signs marking the location of public shoreline pedestrian walkways should be maintained by private development.
4. From Yarrow Bay Wetlands to Watershed Park.
5. Along NE 60th Street trail from Houghton Beach Park east through the City to connect to the regional trail at Marymoor Park in Redmond.
6. From SR 520, and Bellevue to the South.

These trails will cross a combination of City parklands, City rights-of-way, and public access easements. The trails should be part of the City's Active Transportation Plan and implemented through the Capital Improvement Program or private development. The trails will improve neighborhood access and enhance the unique areas they traverse.

**~~Moved from Urban Design Section-Staff recommends deleting to avoid redundancy with other pedestrian pathway policies:~~**

**~~Policy L-13.2: Improve pedestrian pathways and trails to activity nodes such as commercial areas, waterfront parks, and the Central Houghton neighborhood. Provide directional signs that indicate path locations.~~**

~~Lakeview has an extensive shoreline public walkway system described in more detail in the Shoreline Area Chapter that should continue to be expanded as development occurs. Where unimproved pedestrian pathways exist elsewhere they should be improved to encourage pedestrian connections between neighborhoods (such as to Watershed Park) and businesses.~~

**~~Policy L-10.6: Support development of a future Eastside Rail Corridor as multipurpose trail for pedestrian and bicycles with access points along the corridor~~**

Development of ~~a multi-use trail within~~ the old BNSF railroad right of way as a multipurpose corridor for bikes, pedestrians and /or potentially for rail transit ~~portation system~~ should ~~consider the following principles to ensure the design will be designed to:~~ to:

- Result in a public benefit to the citizens of Kirkland.
- Serve as a gateway to the City.
- Provide neighborhood connections.
- Be compatible in scale with adjacent neighborhoods.
- Ensure a high degree of safety.
- Show environmental stewardship.

## 7. Open Space and Parks

### ***Goal L-11: Ensure adequate park and recreation facilities in the Lakeview Neighborhood.***

Current park needs for ~~this area~~ the Lakeview Neighborhood are being met by existing facilities. ~~at~~ Terrace Park ~~is~~ a neighborhood park, ~~waterfront parks~~ Marsh and Houghton Beach Park ~~are~~ waterfront parks, and Yarrow Bay Wetlands ~~is~~ a passive natural area (see Figure L-1). ~~Yarrow Bay Wetlands have been identified as a passive recreation/nature park.~~

***Policy L-11.1: The City should continue to ~~pursue the policy of acquiring~~ property in Lakeview for recreation purposes wherever possible.***

As properties adjacent to existing parks become available, the City should seek opportunities to acquire land ~~to for~~ expansion ~~parks~~. In addition, shoreline street ends should be accessible and enhanced ~~continue to be developed and expanded into park and open space~~ for the public enjoyment.

***Policy L-11.2: ~~Restore the shoreline within W~~ waterfront parks ~~should be a model for how private shoreline property owners can restore their shoreline. Replace H~~ hard shoreline armoring ~~should be replaced~~ with native plants and soft armoring techniques while ensuring erosion protection and public access to Lake Washington.***

A goal in the Shoreline Area Chapter is to replace hard armoring such as bulkheads and rockeries with softer, natural shorelines planted with native plants to improve shoreline habitat including along waterfront parks. Park restoration can be used as a model for how private property owners can restore their shoreline.

Planning Commission recommends deleting policy L-9.3 because by default it would result in protecting views from private property to the east. The City does not regulate protection of private views.

***Policy L-11.3: ~~Parks in Lakeview should keep~~ Maintain wide, expansive views of Lake Washington ~~through waterfront parks. and not allow be~~ Prevent view obstruction by vegetation or placement of structures.***

A high priority for the neighborhood is to maintain the wide expansive views of Lake Washington and beyond, especially at waterfront parks. Ongoing maintenance of existing vegetation at parks to retain views of the Lake from Lake Washington Boulevard and properties to the east is a priority. Shoreline regulations also encourage planting of shoreline vegetation and trees. A balance must be achieved between shoreline restoration with the planting of vegetation with retaining views.

As new trees or vegetation are planted, the placement and variety should carefully be chosen to avoid view obstruction. Neighbors to the east who may be impacted by new vegetation should be involved in providing input on the placement and variety. In addition to the normal notification techniques, the Parks and Community Services Department should notify surrounding residents and the neighborhood association prior to placement of new trees or vegetation that have the potential for impeding views.

***Policy L-11.4: Seek opportunities to improve wildlife habitat, ~~and~~ increase pedestrian and non motorized boat access, if ecological functions can be enhanced ~~maintained~~ at Yarrow Bay wetland.***

Yarrow Bay wetlands are one of the largest remaining wetlands on Lake Washington and serve as valuable wildlife habitat, water quality functions as well as aesthetic open space for the community. Public access is available by existing public rights of way but is limited. Improving access for viewing wildlife and environmental education through constructing a series of boardwalks should be evaluated provided ecological functions are protected. Wildlife habitat may be improved by removing upland and underwater invasive plants in and near the wetlands. Any future development of the park should be undertaken following a community based master planning process. Considerations for a future park master plan should include protection and enhancement of natural resources while providing appropriate public access. Opportunities for further acquisition of adjacent land in order to preserve and protect the wetlands and associated wetland buffers should also be pursued.

## 8. Public Services and Facilities

***Goal L-12: Provide public and private utility services for the Lakeview Neighborhood.***  
***\*\*Note staff inserted this as a new goal to the policy below.***

Water, sewer, and drainage facilities are adequate for possible ~~planned~~ developments ~~along Lake Washington Boulevard in the Lakeview Neighborhood.~~ The goals and policies contained in the Utilities, Capital Facilities and Public Services Chapters of the Comprehensive Plan provide the general framework for these services and facilities.

***Policy L-12.1: Encourage ~~Undergrounding of overhead utilities~~ should be actively encouraged.***

In order to contribute to a more amenable and safe living environment ~~as well as and~~ to enhance views and a sense of community identity, the undergrounding of utilities should be actively encouraged.



## 9. Urban Design Policies

Lakeview's unique urban design assets are identified on Figure L-7 and described below.

Lakeview's north-south orientation and west facing Houghton slope allow for a majority of residents to take advantage of the views of Lake Washington, Seattle and the Olympic Mountains. Lake Washington and the Yarrow Bay Wetlands are two visual landmarks that provide a sense of openness and natural beauty. Preserving public views of Lake Washington and beyond from Lake Washington Boulevard is a high priority. Other landmarks in this neighborhood include the waterfront parks and the historic places. The Lakeview Neighborhood serves as the southwestern gateway to the City at SR 520 and Lake Washington Blvd. and 108<sup>th</sup> intersections.

***Goal L-13: Preserve public view corridors and natural features that contribute to Lakeview's visual identity.***

***Policy L-13.1: Preserve public scenic views and view corridors of Lake Washington, Seattle and the Olympic Mountains from public rights of ways and waterfront parks.***

Public and private view corridors along Lake Washington's shoreline are important assets and should continue to be enhanced as new development occurs. Wide, expansive views of Lake Washington looking west from public rights of ways and waterfront parks should be maintained. Street trees along rights of ways and trees in public parks that offer local and territorial views should be of a variety that will not block views as trees mature.

***Policy L-13.2: Preserve natural landforms, vegetation and scenic areas such as the Houghton and Yarrow Bay Slopes and Yarrow Bay Wetlands.***

Lakeview's natural landforms, such as steep slopes and ravines, contain significant woodlands, streams, open space and wildlife that help define neighborhood character. These natural landforms should be preserved, restored and incorporated into the design of new development.

***Goal L-14: Enhance neighborhood gateways to the neighborhood to strengthen neighborhood identity.***

***Policy L-14.1: Use public and private efforts to establish gateway features at the locations identified in Figure L.7 through public and private efforts.***

Gateways welcome residents, employees and visitors into the City and help define neighborhood identity. Gateways can be in the form of natural feature such as landscaping or structures, such as signs or buildings. The northern gateway to the neighborhood is at NE 68<sup>th</sup> Street where views of Lake Washington are prominent. At the "Y" intersection at Lake Washington Boulevard and Lakeview Drive, the triangular median with the sculpture serves as a gateway to the Carillon Point development, neighborhood businesses and shoreline parks.

The intersections at SR 520 and Lake Washington Boulevard and at 108<sup>th</sup> Avenue NE provide two southern gateways to the City. These intersections provide opportunities to enhance the gateways with future private development or through community efforts. For example, the existing gateway sign located on the east side of Lake Washington Blvd at NE 38<sup>th</sup> Pl by Cochrane Springs Creek, could be

enhanced by relocating the sign to a more prominent location, removing the clutter of street signs and utility poles, screening the adjacent utility box or highlighting the stream crossing and coordinated with a similar gateway treatment on the west side of the boulevard.

The City should pursue opportunities to work with private property owners to install gateway features as part of future development. Improvements such as signs, public art, structures, lighting, and landscaping could be included.

***Goal L-15: Provide public improvements that contribute to a sense of neighborhood identity and enhanced visual quality.***

***Policy L-15.1: Identify design standards for Lake Washington Boulevard, NE 38<sup>th</sup> PL, and Northup Way right of ways that include:***

- Adequate sidewalk widths (preferably 10' in width) on both sides of the street. ~~with wider sidewalks along the west side of Lake Washington Blvd where topography allows.~~***
- Street trees that are of a variety that will not obstruct views of Lake Washington from public rights of way, ~~and~~ properties to the east or businesses.***
- Public amenities such as benches, pedestrian lighting, view platforms, public art and directional signs pointing to public facilities and points of interest.***

Lake Washington Boulevard is a major pedestrian shoreline promenade connecting Downtown points south and north. ~~Especially within the Yarrow Bay Business District, d~~Design standards ~~for the entire Lake Washington Boulevard for NE 38<sup>th</sup> PL, Lake Washington Blvd and Northup Way~~ should be developed to ensure a consistent design ~~theme~~including wider sidewalks, landscape strips, decorative street lighting and street furniture. As redevelopment ~~occurs, sections~~occurs, sections of the sidewalk on both sides of the street should be improved to meet these standards. Opportunities to install public art and street furniture along arterials throughout the neighborhood should also be pursued.

The Planning Commission recommends 10' wide sidewalks along Lake Washington Blvd., NE 38<sup>th</sup> PL and Northup Way to promote increased pedestrian activity and retail along the streets. Staff recommends for Northup Way the standard 5 ft wide sidewalk with 4.5 landscape strip is adequate for the expected level of pedestrian activity along the street.

Delete redundant text

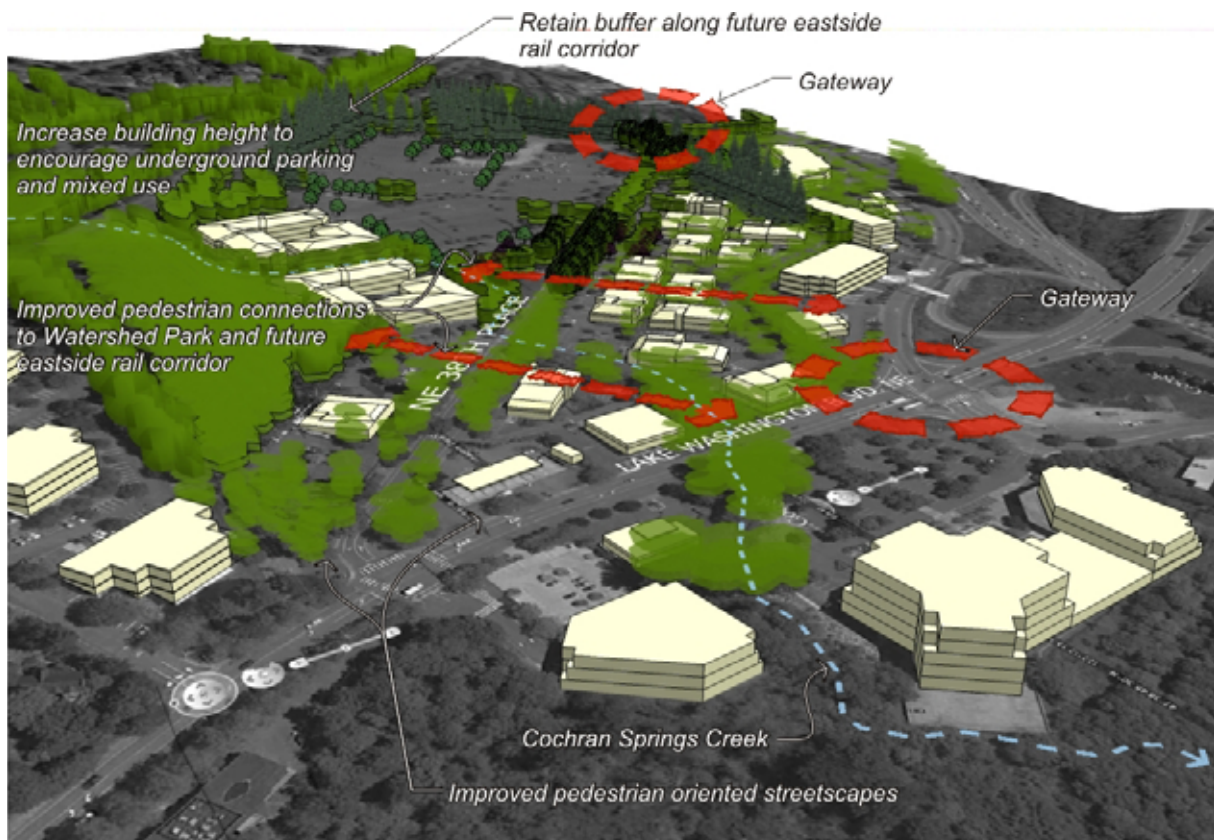
~~***Redundant with land use policy? Policy L-13.2: Neighborhood-oriented commercial uses located between NE 60<sup>th</sup> and Carillon Point should be oriented toward Lake Washington Boulevard.***~~

~~Neighborhood-oriented commercial development located in the center of the neighborhood should be oriented toward Lake Washington Boulevard rather than Lakeview Drive as discussed in the land use section to have less impact on the adjacent residential areas in the surrounding neighborhood.~~



## Yarrow Bay Business District

The urban design vision for the Yarrow Bay Business District is to transform the suburban style office park development into a more integrated, mixed use commercial and residential district. Implementing the following strategies will help achieve this vision such as allowing a broader range of commercial uses with residential above the ground floor, improving pedestrian connections between properties, businesses, the South Kirkland Park and Ride transit facility and SR 520 freeway. Providing public plazas, green spaces and pedestrian amenities in new development will help create a sense of place for employees and residents. New design standards and design review for new development will ensure quality architecture, site design and identity for the commercial district.



*Illustration shows the future urban design concept for the Yarrow Bay Business District.*

**Goal L-16: Promote high quality design in the Yarrow Bay Business District ~~promote high quality design by establishing building, site, and pedestrian design standards that apply to commercial and multifamily development.~~**

**Policy L-16.1: Establish design guidelines and regulations that apply to all new, expanded or remodeled commercial, multifamily or mixed use buildings in the Yarrow Bay Business District. ~~The~~ Ensure that guidelines should address the following design principles:**

- Promote pedestrian oriented design techniques such as minimizing blank walls, providing generous window treatments, awnings, superior building materials, open space plazas, and pedestrian amenities especially around retail uses.**

- *Encourage pedestrian links between uses on site, to adjacent properties and to the transit facility at the South Kirkland Park and Ride property.*
- *Enhance streetscapes along Lake Washington Blvd., ~~and~~ NE 38<sup>th</sup> Pl and Northup Way improved with wide sidewalks, street trees, pedestrian lighting, benches, and street furniture distinctive to the District neighborhood.*
- *Orient bBuildings ~~—placement to the sidewalks or along other pedestrian routes on the site in relation to the street and other businesses.~~*
- *~~Consolidate vehicular access points along Lake Washington Blvd because of ingress and egress challenges. Drive through facilities should be prohibited.~~*
- ~~—~~
- *~~Install intersection improvements where needed to improve vehicular, pedestrian and transit access.~~*
- *~~Cluster development away from streams and wetlands; enhance stream corridors for both habitat and as a natural amenity.~~*
- *~~Provide public plazas and green open spaces.~~*
- *~~Provide appropriate landscaping and buffering.~~*
- *~~Provide comprehensive master sign plans using quality materials at larger sites.~~*
- *~~Use quality building design and materials.~~*
- *~~Roof treatments compatible with surrounding architecture.~~*
- *Establish architectural vertical and horizontal modulation Moderate the scale of large buildings through vertical and horizontal modulation. ~~and~~ Incorporate upper story step backs ~~above the second story~~ along all street frontages and perimeter of district.*
- *~~Architectural design along the perimeter of the district that is compatible with surrounding residential uses.~~*
- *Incorporate gateway features at locations shown in Figure L-7 incorporating signs, sculpture, lighting, and landscaping.*

**Delete Redundant Policy:**

*~~Policy L-15.2: Throughout the business district, provide interconnected streetscape and pedestrian improvements throughout the business district that tie uses together and contribute to a sense of unify the identity of the district and enhance visual quality.~~*

~~Within the Yarrow Bay Business District, emphasis should be placed on improving pedestrian connections between uses and the South Kirkland Park and Ride lot. Improving the experience for the~~



~~pedestrian can be enhanced by incorporating safe pedestrian pathway connections and streetscapes with amenities such as benches, pedestrian lighting, and landscaping.~~



*This illustration shows conceptual redevelopment of parcels at and adjacent to the South Kirkland Park and Ride along with improved pedestrian connections and streetscape improvements to NE 38<sup>th</sup> Pl.*

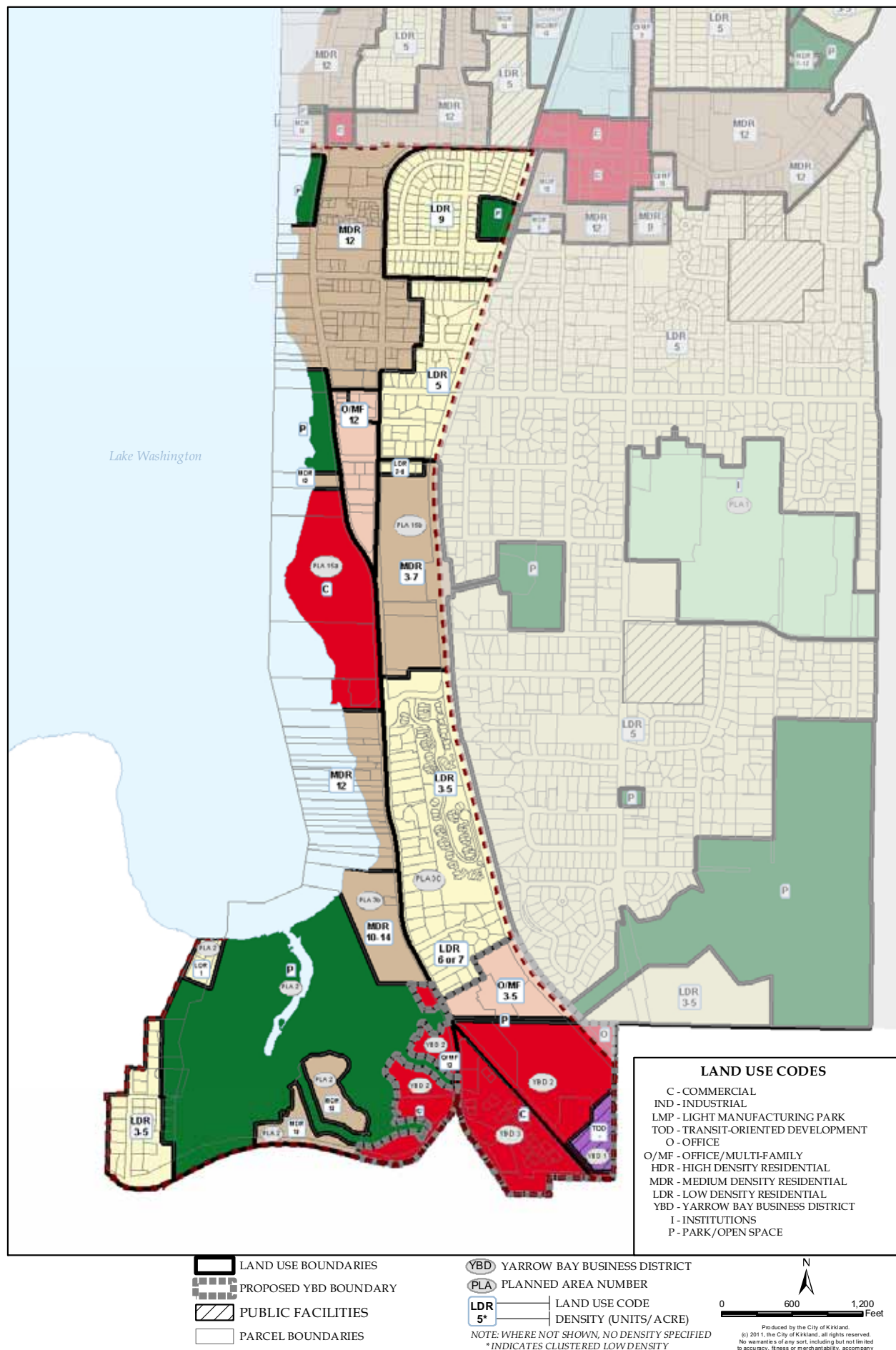
***Policy L-16.2: Encourage buildings and public infrastructure to include high quality materials, art, and bicycle and pedestrian amenities.***

***Policy L-16.3: Utilize design review to administer building and site design standards in the Yarrow Bay Business District.***

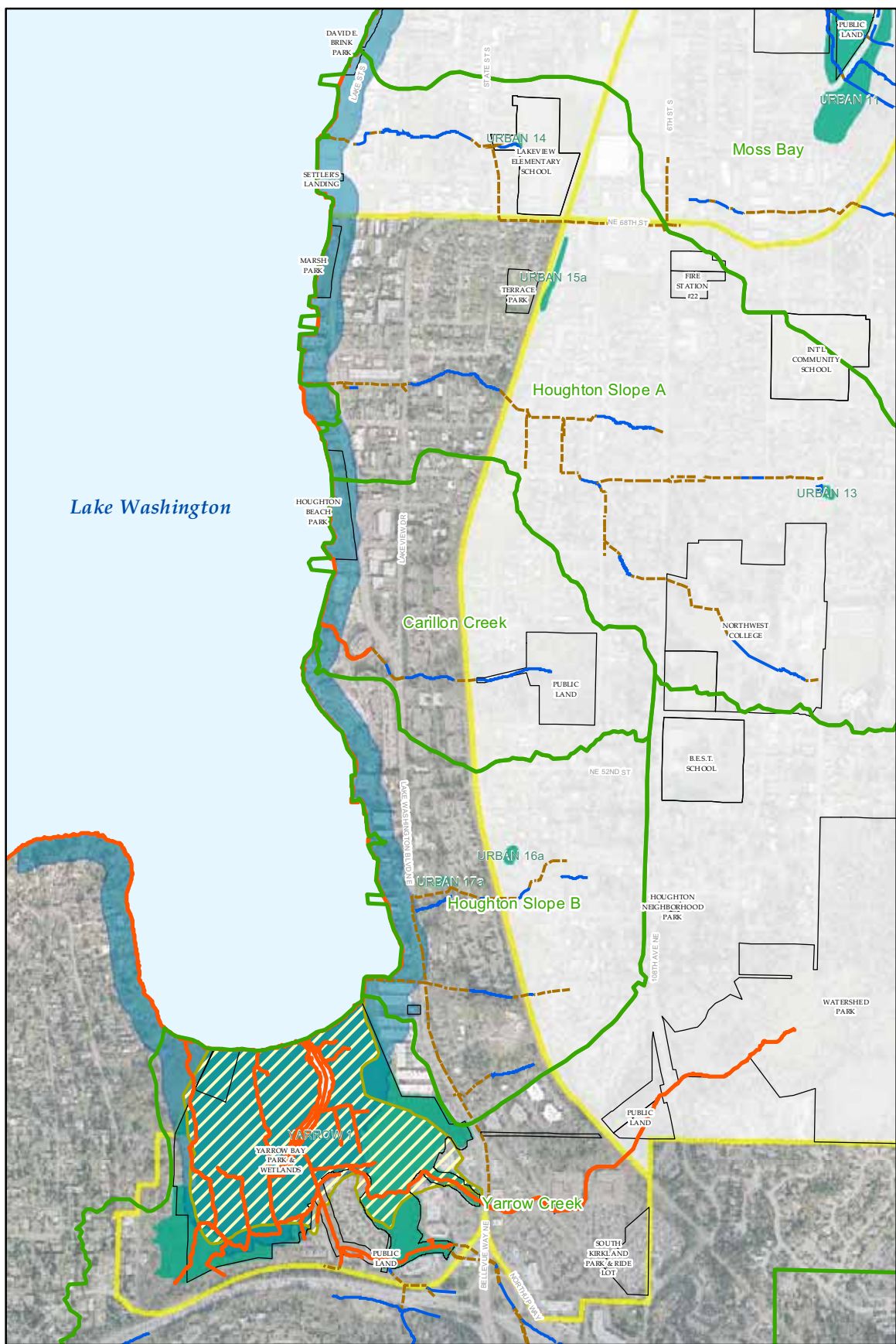
Site and architectural design standards should address the principles above and be used in the design review process to evaluate new public and private development. These will help create an attractive image for the Yarrow Bay Business District and create a desirable place to work and live.

*List of Lakeview Plan Figures L-:*

- 1. Land Use*
- 2. Sensitive Areas*
- 3. Landslide and Seismic Hazard Areas*
- 4. Transportation street network*
- 5. Pedestrian system*
- 6. Bicycle system*
- 7. Urban Design*



**Figure L-1: Proposed Lakeview Comprehensive Plan Land Use**



- Legend**
- |                          |                                     |
|--------------------------|-------------------------------------|
| Known Salmonid Locations | Shoreline of Statewide Significance |
| Streams in Pipes         | Drainage Basin Boundaries           |
| Open Streams             | Selected Public Properties          |
| 100-Year Floodplain      | Lakes                               |
| Wetlands                 | Market Neighborhood Boundary        |

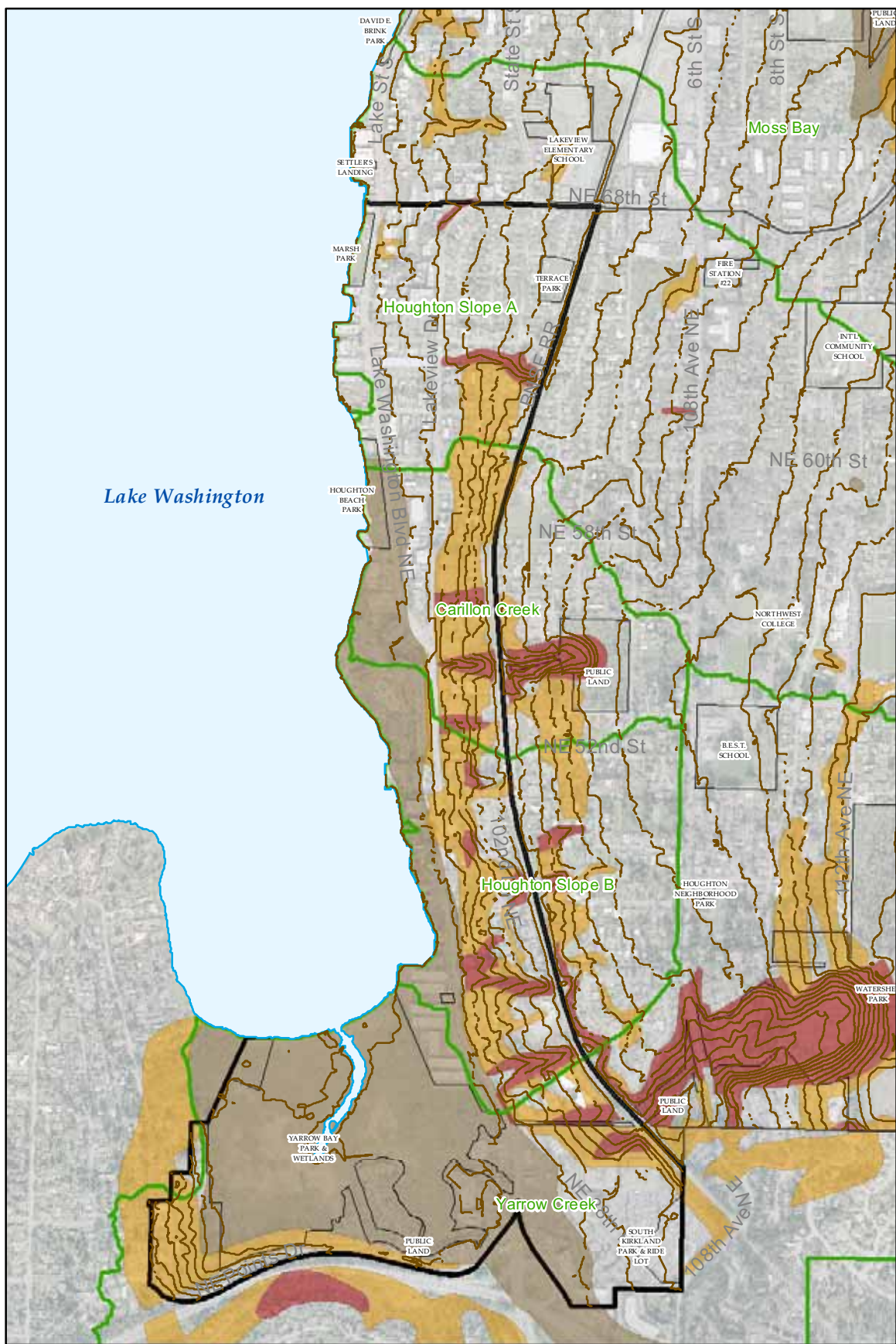
0 600 1,200 Feet

Scale: 1" = 1,200'

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No warranties of any sort, including but not limited to accuracy, fitness or merchantability, accompany this product.

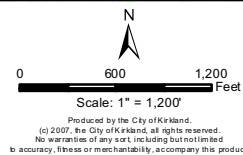
**Figure L-2: Lakeview Sensitive Areas**



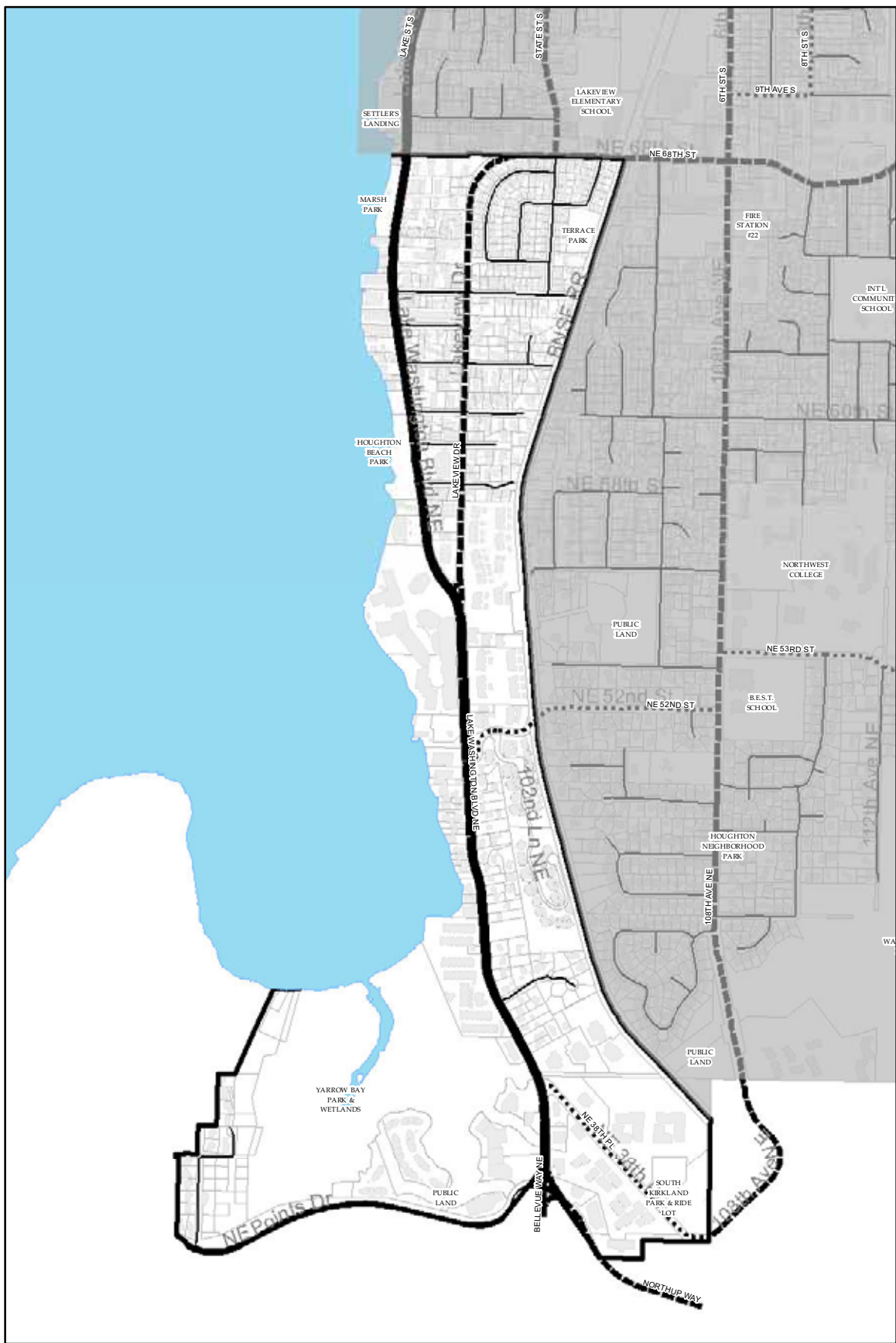


**Legend**

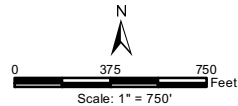
- Seismic Hazard Area
- Medium Landslide Hazard
- High Landslide Hazard
- Drainage Basin Boundaries
- Selected Public Properties
- Lakes
- Twenty-Foot Contours



**Figure L-3: Lakeview Landslide and Seismic Hazard Areas**

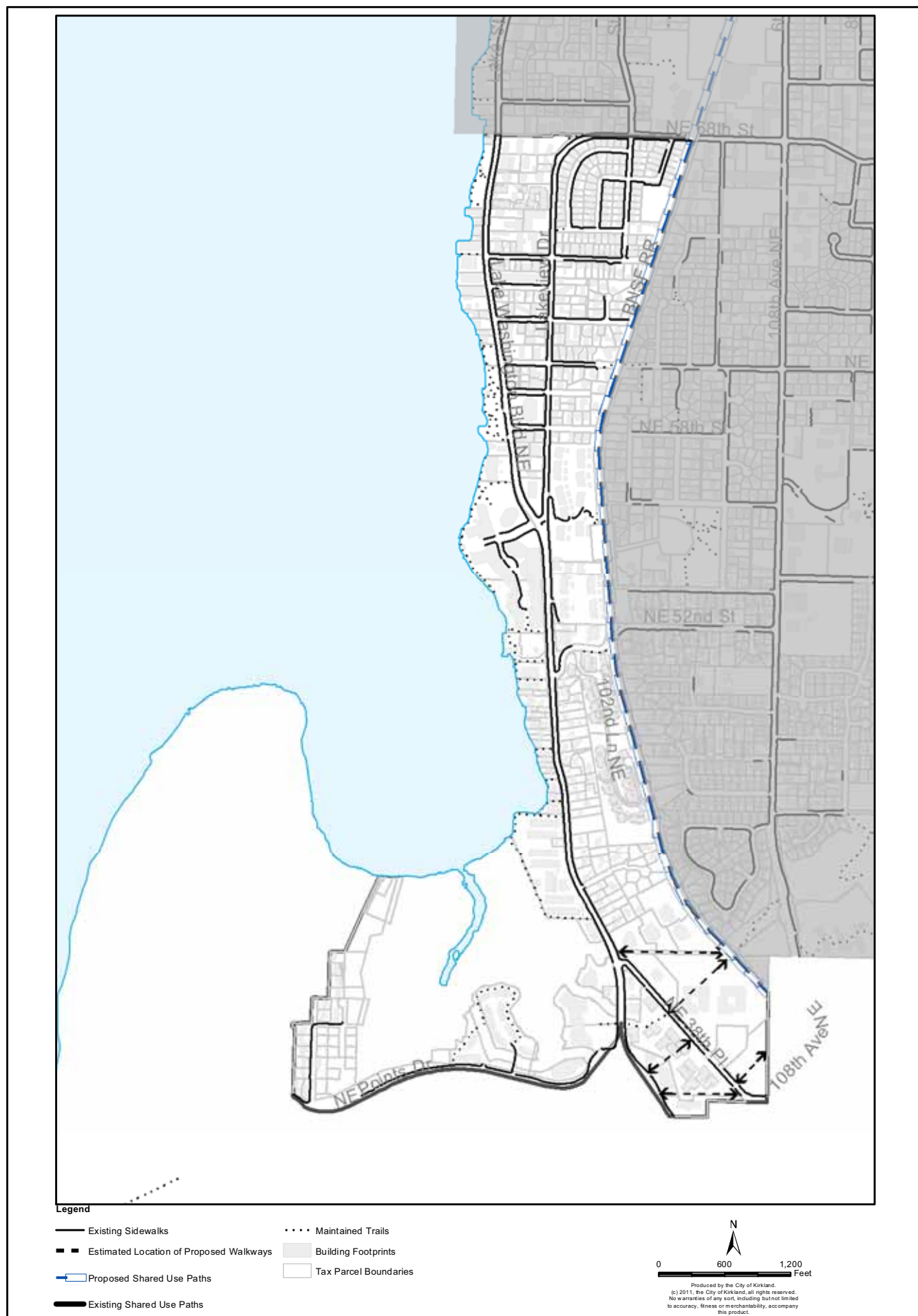


- Legend**
- Neighborhood Access
  - Collector
  - Minor Arterial
  - Principal Arterial
  - ▭ Lakeview Neighborhood Boundary
  - Building Footprints
  - Tax Parcel Boundaries



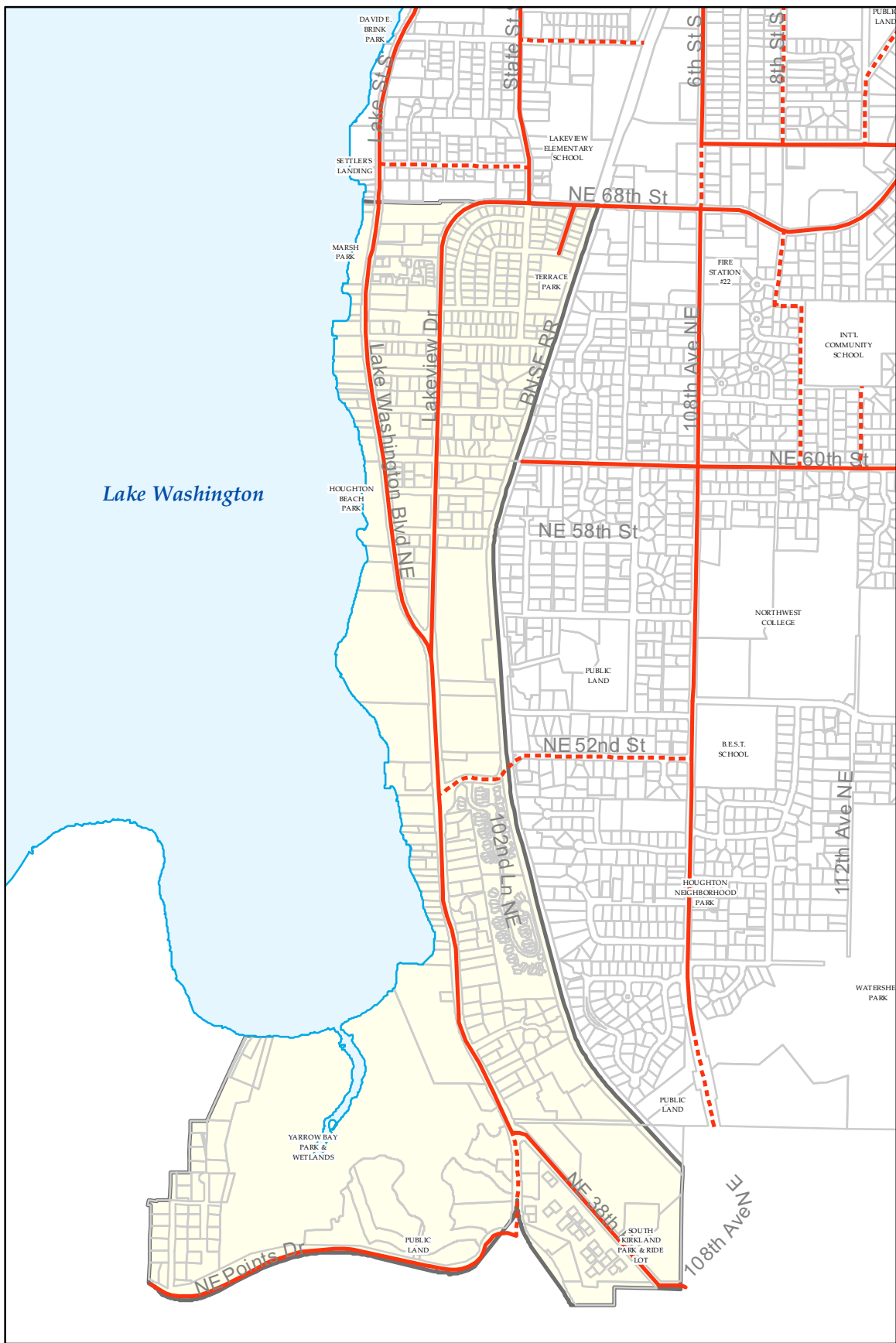
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 M:\UTW\ark\Projects\Planning\Trans\Highland\NeighborhoodPlan\FigH-5-Highlands Street Class.mxd

**Figure L-4: Lakeview Street Classifications**



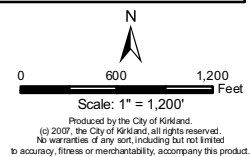
**Figure L-5: Lakeview Neighborhood Pedestrian System**



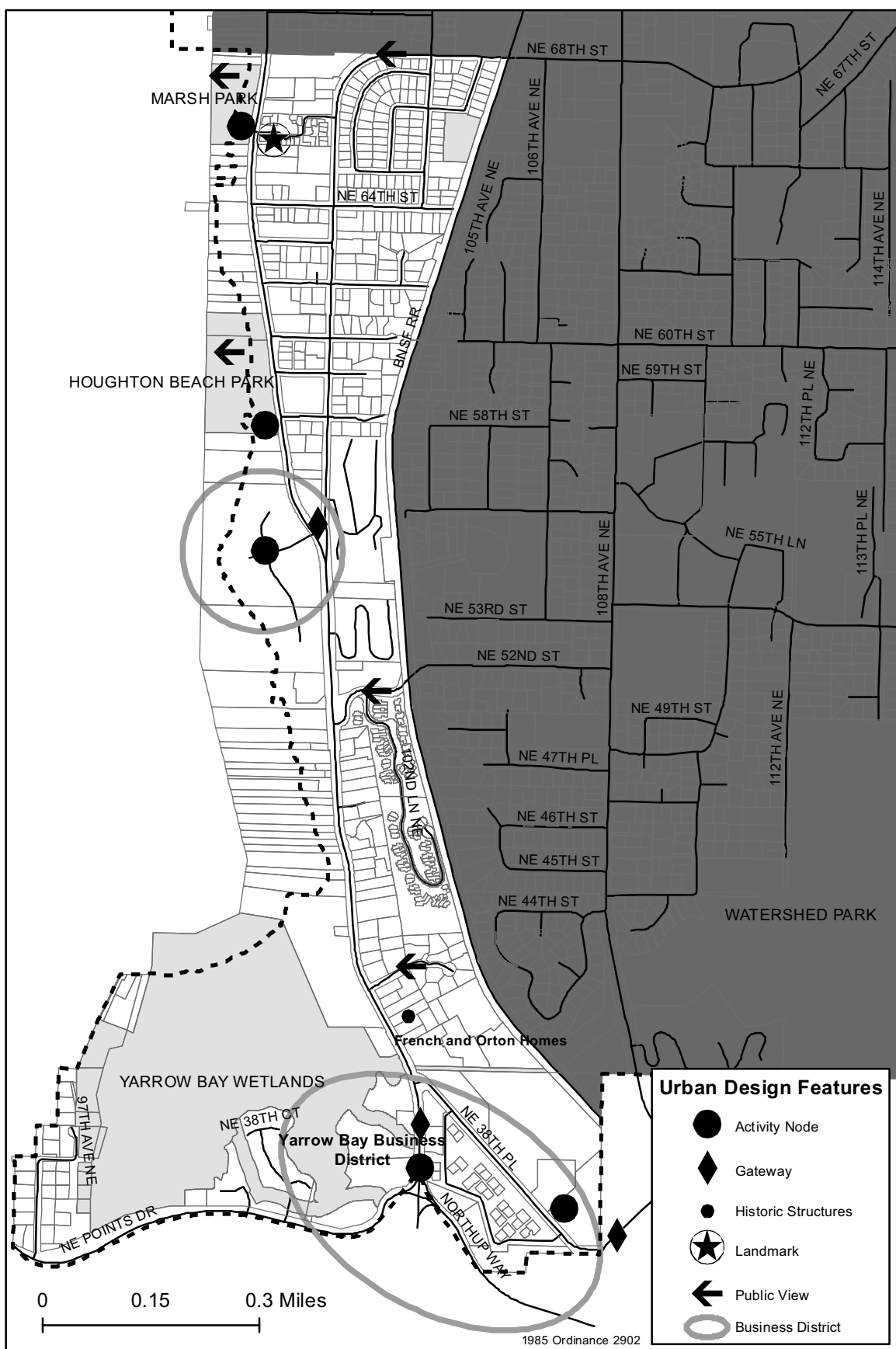


### Legend

- Bicycle System**
- Existing
  - Proposed
- Parcels**
- Lakeview Neighborhood Boundary
  - Lakes



**Figure N-6: Lakeview Bicycle System**



**Figure L-7: Lakeview Neighborhood Character/Urban Design**

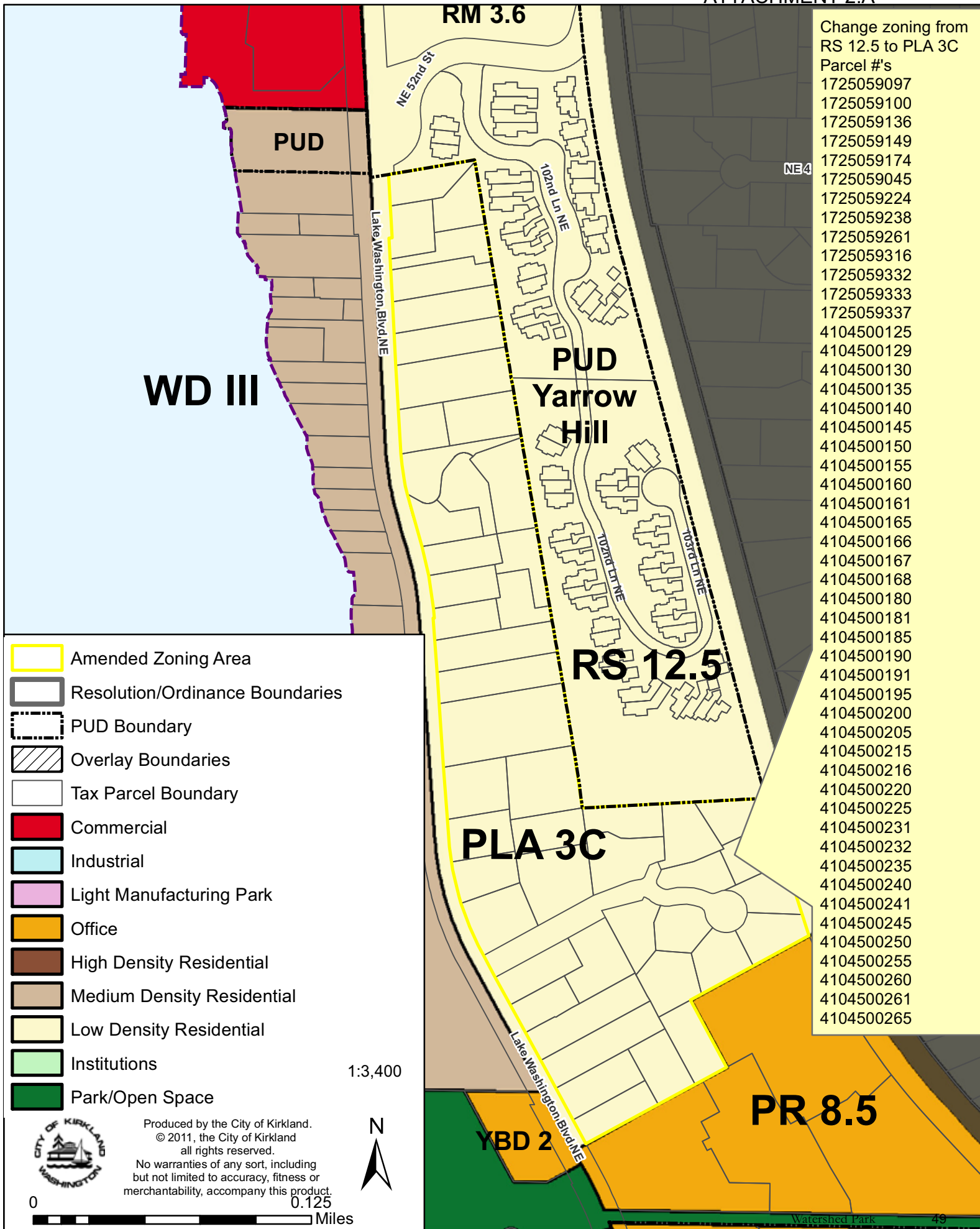
Scale: 1" = 1,200'

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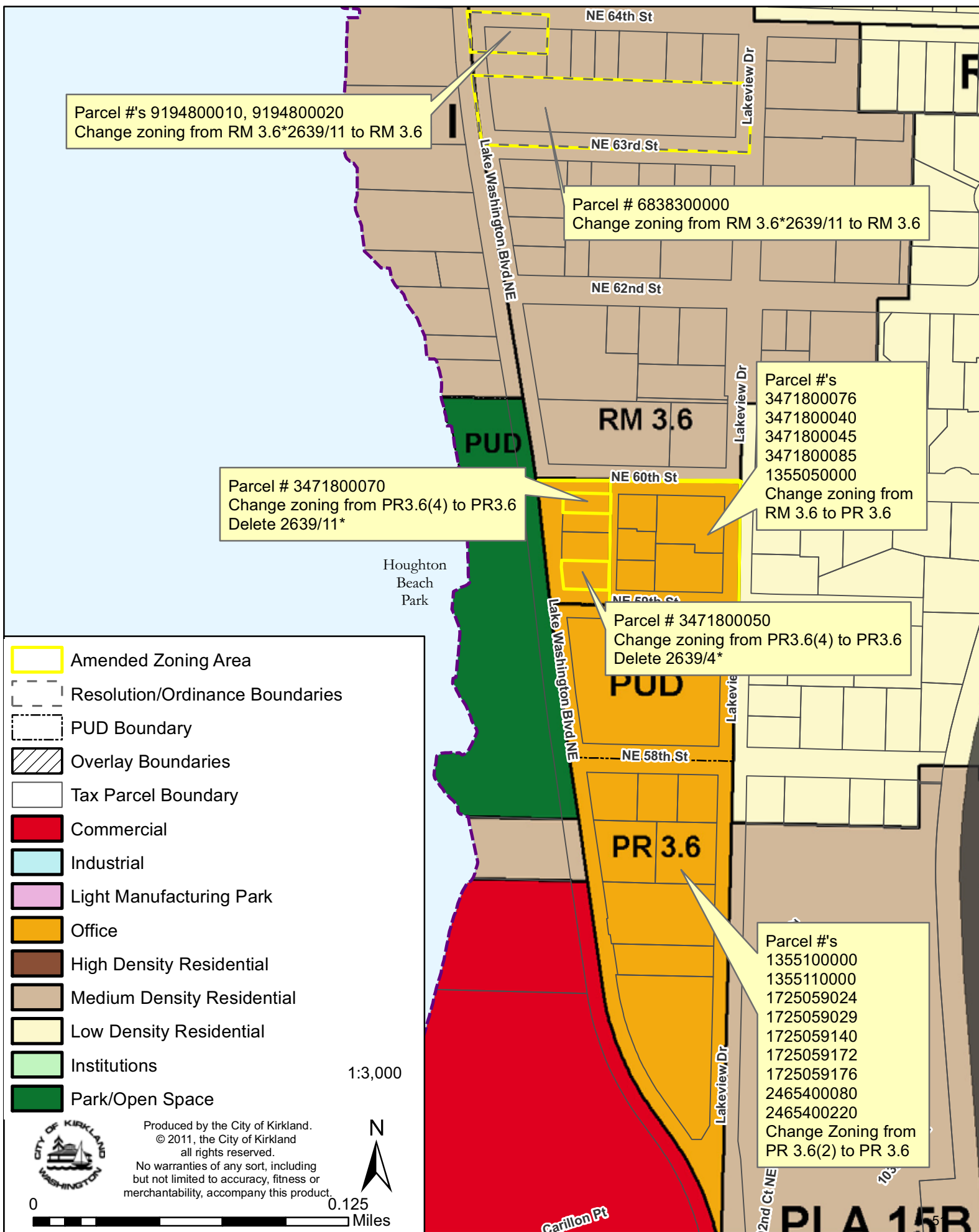


# Potential Comprehensive Plan & Zoning Map Changes

ATTACHMENT 2.A









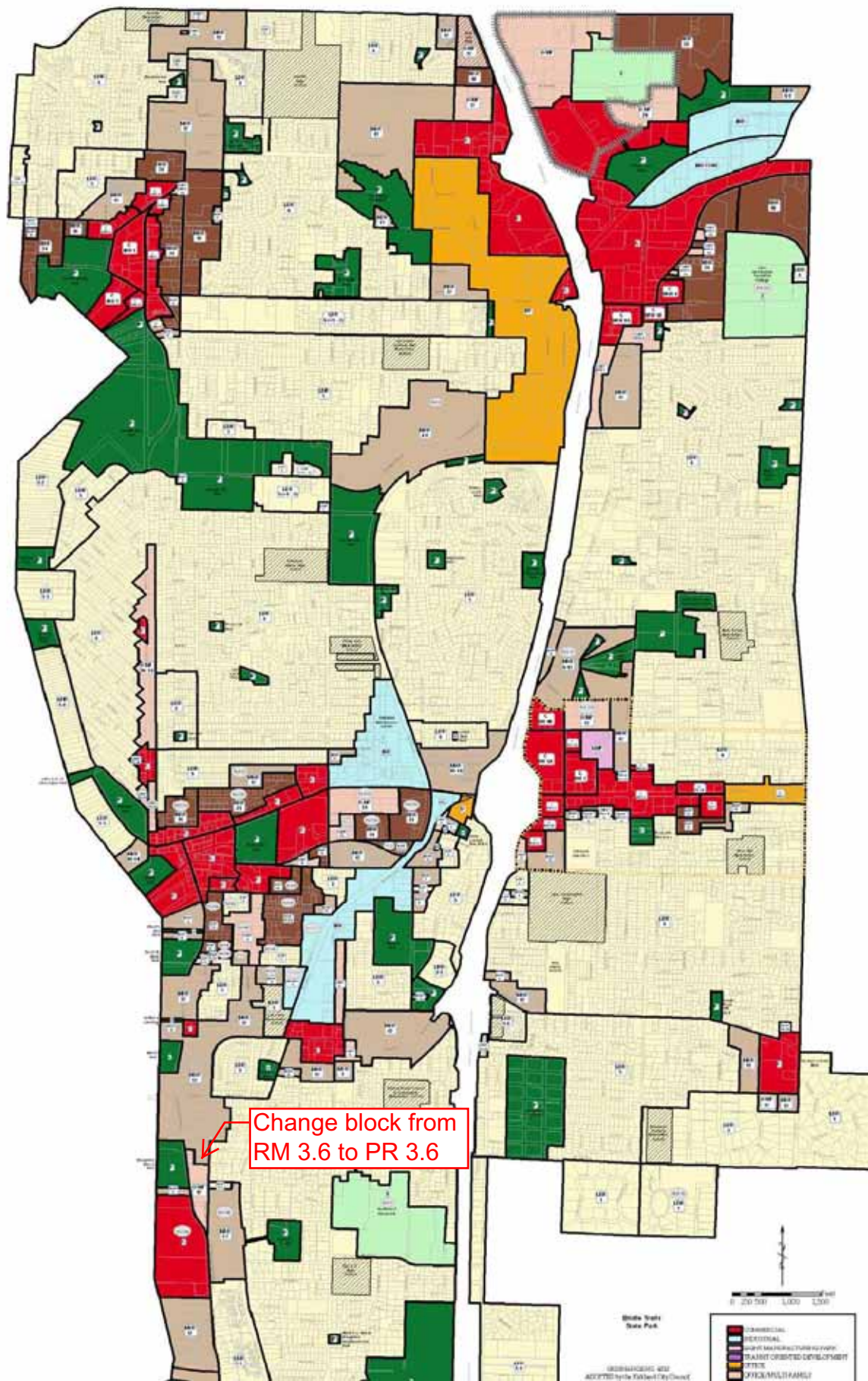






Proposed amendments  
to Land Use Map LU-1

# CITY OF KIRKLAND COMPREHENSIVE LAND USE MAP Department of Planning and Community Development







**LAKEVIEW NEIGHBORHOOD PLAN UPDATE**

**List of Proposed Code Amendments to Zoning Code, Municipal Code and Zoning Map Changes**

*Revised June 10, 2011*

See Attached Draft Code Amendments:

**Zoning Code Sections**

- A. Table of Contents revisions
- B. 5.10 Definitions
  - i. .145 Commercial Zones- add YBD
  - ii. .490 low density zones add PLA 3C
  - iii. .513 maximum dwelling units per acre- insert text regarding PLA 3C
  - iv. .595 office zones- delete FCIII and PLA 3A
  - v. .785 residential zones-add PLA 3C
- C. 10.25 delete FCIII zone and insert YBD zones
- D. Delete the requirement for parcels abutting Lake Washington Blvd or Lake St So that the required yard must be increased two feet for each one foot the structure exceeds 25 ft. – Applies to RM 20.08, PR 25.08, WD III 3035, BN 40.08, PLA 3B 60.27, PLA 6A 60.55, PLA 6I 60.95.
- E. 25.08 PR Zones
  - i. PR 3.6(2) - Allow neighborhood oriented businesses if property fronts and is oriented to Lake Washington Blvd. Delete prefix (2) on map
  - ii. PR 3.6(4) zone- Two parcels north of Kidd Valley- Amend the types of uses that can locate there, add special regulations that describe development standards in policies. Reduce level of review process. Delete prefix (4) on map.
  - iii. Add Design Review applies to PR zone in YBD District
- F. 35 delete FCIII use Chapter.
- G. Insert new Chapter 56 for YBD charts-Yarrow Bay Business District Subareas YBD 2 and 3. Includes parcels currently zoned PO, FCIII, PR 8.5, and PLA 3A. Add to the allowed uses a broader range of commercial uses such as retail (limit size of standalone uses), banks, hotel, motel and housing. Increase building height from 30' to 60' consistent with what is allowed in PLA 3A.
- H. 60.17 PLA 2A delete Special Regulation #2. Regarding if portions of property are in PLA 3A. No longer relevant. Property was donated to become Yarrow Bay Wetlands
- I. 60.20- Delete existing PLA 3A use zone charts
- J. 60.20 Insert new PLA 3C use zone charts
- K. 92 Design Regulations- insert YBD reference
- L. 100.52 add that cabinet signs are prohibited in YBD.
- M. 110.52 insert YBD zone for street improvements that are referenced in Plate 34
- N. 115.42 insert text that FAR would apply in PLA 3C for lots less than 7,200 sq. ft. and two unit homes and in RS zones where small lot provisions are uses.
- O. 142.25. insert reference to Design Guidelines in YBD
- P. 142.37 Design Departure in YBD for required yards
- Q. 180 Plate 34 L revise to show location for potential pedestrian pathways in YBD
- R. 180 Plate 34 M new plate describing required street improvements in YBD.

**Municipal Code**

- S. Subdivision Section 22.28.040 insert text that states that lot averaging and the small lot single family do not apply to the new PLA 3C zone.
- T. Design Review Board Section 3.30.040 Add Design Guidelines for Yarrow Bay Business District.

**Potential Zoning Map Changes**

- 1. Rezone group of RS 12.5 parcels on South Houghton Slope to PLA 3C.
- 2. Delete neighborhood plan prefix - 2639/11 and 2639/4 in RM 3.6 from Zoning Map. Parcels have redeveloped.
- 3. Proposal to rezone RM 3.6 block to PR 3.6 between NE 60<sup>th</sup> ST and NE 59<sup>th</sup> ST
- 4. Change PO, FCIII, PLA 3A, to new YBD 2 and YBD 3 zones and add Yarrow Bay Business District boundary



This code contains zoning regulations for the Finn Hill, North Juanita, and Kingsgate annexation areas as adopted by the Kirkland City Council through Ordinance 4196. The effective date of the annexation and Ordinance 4196 zoning regulations is June 1, 2011.

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## Interpretations

*Amend PLATE 34L Pedestrian Pathways in YBD*  
*Add PLATE 34M Street Improvements for YBD*

Table of Revised Pages – Available on City's web site

Ordinance Table (by ordinance number) – Available on City's web site

Ordinance History Table (by section number) – Available on City's web site

- .095 Building-Mounted – All of the following: wall-mounted signs, marquee signs, under marquee signs and projecting signs.
- .100 Building Official – “Building Official,” as that term is defined in the Uniform Building Code as adopted in KMC Title 21.
- .101 Bulk Commodities – Unpackaged articles, except those to be used for human consumption, that are bought and sold at a retail level.
- .105 Bulkhead – A wall or embankment used for retaining earth.
- .107 Cabinet Sign – A sign incorporating a rigid frame, which supports and retains the sign face panel(s) and/or background constructed of plastic or similar material, and which has an internal light source. Cabinet signs do not include signs composed of individually-mounted and individually-illuminated letters, or logos no larger than the lettering to which they relate.
- .107.5 Carriage Unit – A single-family dwelling unit, not to exceed 800 square feet in gross floor area, located above a garage structure.
- .108 Center Identification Sign – A type of building-mounted or ground-mounted sign which identifies the name of a development containing more than one office, retail, institutional, or industrial use or tenant and which does not identify any individual use or tenant.
- .110 Certificate of Occupancy – “Certificate of Occupancy,” as that term is defined in the Uniform Building Code as adopted in KMC Title 21.
- .115 Changing Message Center – An electronically controlled public service time and temperature sign where copy changes are shown on the same lamp bank.
- .120 Church – An establishment, the principal purpose of which is religious worship, and for which the principal building or other structure contains the sanctuary or principal place of worship, and which includes related accessory uses.
- .125 City Manager – The chief administrative official of the City.
- .126 Class A Streams – As defined in Chapter 90 KZC.
- .127 Class B Streams – As defined in Chapter 90 KZC.
- .128 Class C Streams – As defined in Chapter 90 KZC.
- .130 Clustered Development – The grouping or attaching of buildings in such a manner as to achieve larger aggregations of open space than would normally be possible from lot by lot development at a given density.
- .135 Code (this) – The code of the City of Kirkland adopted as KMC Title 23.
- .140 Commercial Recreation Area and Use – An area and use operated for profit, with private facilities, equipment or services for recreational purposes, including swimming pools, tennis courts, playgrounds and other similar uses. The use of such an area may be limited to private membership or may be open to the public upon the payment of a fee.
- .145 Commercial Zones – The following zones: BN; BNA; BC; BC 1; BC 2; BCX; CBD; JBD 1; JBD 2; JBD 4; JBD 5; JBD 6; MSC 2; MSC 3; NRH 1A; NRH 1B; NRH 4; RH 1A; RH 1B; RH 2A; RH 2B; RH 2C; RH 3; RH 5A; RH 5B; RH 5C; RH 7; TL 2; TL 4A; TL 4B; TL 4C; TL 5; TL 6A; TL 6B; and TL 8. **YBD**

- .415 Institutional Zones – The following zones: P; PLA 1; TL 3A through TL3D; and PLA 14.
- .420 Instructional Sign – A sign which designates public information such as, but not limited to, public restrooms, public telephones, exitways and hours of operation.
- .425 Integral Sign – A sign displaying a building date, monument citation, commemorative inscription or similar historic information.
- .440 Irrevocable License – A written irrevocable permission given by a property owner to the City for specified purposes.
- .445 Isolation – When a use abuts or is directly across the street from high density or higher intensity uses, on at least three sides.
- .447 Junk – Old or scrap copper; brass; rope; rags; batteries; paper; trash; rubber debris; wastes; machinery; scrap wood; junked, dismantled or wrecked automobiles, or parts thereof; iron; steel; and other old or scrap ferrous or nonferrous material.
- .448 Junk Yard – A property or place of business which is maintained, operated, or used for storing, keeping, buying, selling, or salvaging junk.
- .450 Kenel – An establishment, generally retail in nature, which houses, cares for, breeds, raises or sells dogs or cats.
- .455 Land Surface Modification – The clearing or removal of shrubs, groundcover and other vegetation, excluding trees, and all grading, excavation and filling of materials.
- .465 Landscaping – The planting, removal and maintenance of vegetation along with the movement and displacement of earth, topsoil, rock, bark and similar substances done in conjunction with the planting, removal and maintenance of vegetation.
- .467 Landslide Hazard Areas – As defined in Chapter 85 KZC.
- .470 Landward – Toward dry land.
- .470.5 Light Trespass – Unwanted light which, because of quantitative, directional or spectral attributes in a given contact, gives rise to annoyance, discomfort, distraction, or a reduction in the ability to see essential information.
- .475 Linear Frontage of Subject Property – The frontage of the subject property adjacent or parallel to all open improved public rights-of-way. Frontage adjacent to I-405 is not applicable except for properties within TL 4A and TL 6B (east of 116th Avenue NE). If the subject property does not have frontage on an open improved right-of-way, the frontage of any public access easements which serve the subject property and unopened rights-of-way which front on the subject property is the linear frontage of the subject property.
- .480 Lot – A parcel of land having fixed boundaries, sufficient in area and dimension to meet zoning requirements for width and area, having common ownership and not severed by an existing public right-of-way.
- .482 Lot Size – The total area of the subject property minus the area of vehicular access easements or tracts serving more than one lot not abutting a right-of-way.
- .485 Low Density Use – A detached dwelling unit on a subject property that contains at least 5,000 square feet of land; or attached or stacked dwelling units on a subject property that contains at least 7,200 square feet of land per dwelling unit.
- .490 Low Density Zones – The following zones: RS 35; RSX 35; RS 12.5; RSX 12.5; RS 8.5; RSX 8.5; RSA 8; RS 7.2; RSX 7.2; RS 6.3; RSA 6; RS 5.0; RSX 5.0; RSA 4; RSA 1; PLA





Add RA3C

6C, 6E; PLA 16; WD II; and comparable zones in other adjoining jurisdictions, except properties with approved intent to rezone to zoning designations other than low density.

- .491 Low Income Household – One or more adults and their dependents whose income does not exceed 50 percent of the median household income for King County, adjusted for household size, as published by the United States Department of Housing and Urban Development.
- .492 Low Income Unit – A housing unit for which the monthly housing expense, including an appropriate utility allowance, is no greater than 30 percent of the median monthly income for a low income household.
- .495 Major Pedestrian Sidewalk – A public sidewalk in a Design District that is designated in Plate 34 of Chapter 180 KZC.
- .500 Marquee Sign – Any sign which forms part of, or is integrated into, a marquee or canopy and which does not extend horizontally beyond the limits of such marquee or canopy.
- .505 Master Plan – A complete development plan for the subject property showing placement, dimensions and uses of all structures as well as streets and other areas used for vehicular circulation.
- .507 Maximum Horizontal Facade – The widest cross-section of the building(s) in the area adjoining the low density zone or within 100 feet of the adjoining lot containing the detached dwelling unit or low density use. The cross-section width is measured parallel to the zone or lot(s). (See Plate 38.)
- .510 Maximum Lot Coverage – The maximum percentage of the surface of the subject property that may be covered with materials which will not allow for the percolation of water into the underlying soils.
- .513 Maximum Units per Acre – Within ~~RSA~~ <sup>and PLA 3, C</sup> zones, the maximum allowed number of dwelling units shall be computed by multiplying the gross area of the subject property by the applicable residential density number per acre shown on the Zoning Map. <sup>in RSA zones only</sup> For the purpose of calculating the maximum units per acre, all road dedications and vehicular access easements and tracts shall be included in the calculation for density. The maximum development potential requirements of Chapter 90 KZC shall apply.
- .515 Medium Density Use – Detached dwelling units on a subject property that contains at least 3,600 square feet of land per dwelling unit but not more than 4,999 square feet of land per dwelling unit; or attached or stacked dwelling units on a subject property that contains at least 3,600 square feet of land per dwelling unit but not more than 7,199 square feet of land per dwelling unit.
- .520 Medium Density Zones – The following zones: RM 5.0; RMA 5.0; RM 3.6; RMA 3.6; WD I; WD III; TL 9B; PLA 2, 3B; PLA 6F, H, K; PLA 7C; PLA 9; PLA 15B; and PLA 17.
- .525 Mean Sea Level – The level of Puget Sound at zero tide as established by the US Army Corps of Engineers.
- .527 Mini-Day-Care Center – A day-care operation with no more than 12 attendees at any one time, not including immediate family members who reside in the center or employees of the mini-day-care center.
- .528 Mini-School – A school operation with no more than 12 attendees at any one time, not including immediate family members who reside in the school or employees of the mini-school.

- .590 Office Use – A place of employment providing services other than production, distribution or sale or repair of goods or commodities. The following is a nonexclusive list of office uses: medical, dental or other health care; veterinary; accounting; architectural, engineering, consulting or other similar professional services; management, administrative, secretarial, marketing, advertising, personnel or other similar personnel services; sales offices where no inventories or goods are available on the premises; real estate; insurance; travel agent; brokerage; computer programming or consulting; data processing; technical, specialty or professional schools; or other similar services. The following uses are specifically excluded from the definition of office: banks, loan companies and similar financial institutions.
- .595 Office Zones – The following zones: PO; PR 8.5; PR 5.0; PR 3.6; PR 2.4; PR 1.8; PRA 1.8; JBD 3; ~~PLA 3A~~; PLA 5B, C; PLA 6B; PLA 15A; PLA 17A; ~~FC 4H~~; MSC 1; MSC 4; NRH 2; NRH 3; NRH 5; NRH 6; RH 4; RH 8; TL 1A; TL 10A, TL 10B, TL 10C, TL 10D and TL 10E.
- .600 Official Newspaper of the City – The publication designated by ordinance or resolution to contain official newspaper publications for City government.
- .605 Official Notification Boards of the City – The bulletin boards in the public areas of City Hall and the Kirkland Public Library.
- .607 On-Site Hazardous Waste Treatment and Storage Facilities – Facilities which treat and store hazardous wastes generated on the same lot, geographically contiguous, or bordering property. Travel between two properties divided by a public right-of-way, and owned, operated, or controlled by the same person, shall be considered on-site travel if: (a) the

- .775 Required Yard** – Those areas adjacent to and interior from the property lines and involving the following designations (if two required yards are coincidental, the yard with the greater dimensions shall predominate):
1. **Front:** That portion of a lot adjacent to and parallel with any front property lines and at a distance therefrom equal to the required front yard depth.
  2. **Rear:** That portion of a lot adjacent to and parallel with the rear property line and at a distance therefrom equal to the required rear yard depth.
  3. **Side:** That portion of a lot adjacent to and parallel with the side property line and at a distance therefrom equal to the required side yard depth. All yards not otherwise categorized shall be designated side yards.
  4. **North Property Line Yard:** That portion of a lot adjacent to and parallel with the north property line and at a distance therefrom equal to the required north property line yard depth.
  5. **South Property Line Yard:** That portion of a lot adjacent to and parallel with the south property line and at a distance therefrom equal to the required south property line yard depth.
  6. **High Waterline Yard:** That portion of a lot adjacent to and parallel with the high waterline and at a distance landward therefrom equal to the required high waterline yard depth.
- .780 Residential Use** – Developments in which persons sleep and prepare food, other than developments used for transient occupancy.
- .785 Residential Zone** – The following zones: RS 35; RSX 35; RS 12.5; RSX 12.5; RS 8.5; RSX 8.5; RSA 8; RS 7.2; RSX 7.2; RS 6.3; RSA 6; RS 5.0; RSX 5.0; RSA 4; RSA 1; RM 5.0; RMA 5.0; RM 3.6; RMA 3.6; RM 2.4; RMA 2.4; RM 1.8; RMA 1.8; WD I; WD II; WD III; TL 9B; PLA 2; PLA 3B; PLA 5A, D, E; PLA 6A, C, D, E, F, H, I, J, K; PLA 7A, B, C; PLA 9; PLA 15B; PLA 16; PLA 17; and TL 11. *and PLA 3C*
- .790 Restaurant or Tavern** – Commercial use which sells prepared food or beverages and where the seating and associated circulation areas exceed 10 percent of the gross floor area of the use.
- .795 Retail Establishment** – A commercial enterprise which provides goods and/or services directly to the consumer, whose goods are available for immediate purchase and removal from the premises by the purchaser and/or whose services are traditionally not permitted within an office use. The sale and consumption of food are included if: (a) the seating and associated circulation area does not exceed more than 10 percent of the gross floor area of the use, and (b) it can be demonstrated to the City that the floor plan is designed to preclude the seating area from being expanded.
- .800 Retention of Storm Water** – The collection of water, due to precipitation, in a given area and the dispersal of these waters through the natural process of groundwater recharge and evaporation or the incorporation of this collection area into a natural stream and lake system and setting.
- .805 Right-of-Way** – Land dedicated primarily to the movement of vehicles and pedestrians and providing for primary access to adjacent parcels. Secondly, the land provides space for utility lines and appurtenances and other publicly owned devices.

<u>Zoning Category</u>	<u>Symbol</u>
2. Multifamily Residential Zones	RM and RMA (followed by a designation indicating minimum lot size per dwelling unit)
3. Professional Office/Residential Zones	PR and PRA (followed by a designation indicating minimum lot size per dwelling unit)
4. Professional Office Zones	PO
5. Waterfront Districts	WD (followed by a designation indicating which Waterfront District)
<del>6. Freeway Commercial Zones</del>	<del>EC (followed by a designation indicating which Freeway Commercial Zone)</del>
6. Neighborhood Business	BN and BNA
7. Community Business	BC, BC 1, BC 2 and BCX
8. Central Business District	CBD (followed by a designation indicating which sub-zone within the Central Business District)
9. Juanita Business District	JBD (followed by a designation indicating which sub-zone within the Juanita Business District)
10. Market Street Corridor	MSC (followed by a designation indicating which sub-zone within the Market Street Corridor)
11. North Rose Hill Business District	NRH (followed by a designation indicating which sub-zone within the North Rose Hill Business District)
12. Rose Hill Business District	RH (followed by a designation indicating which sub-zone within the Rose Hill Business District)
13. Totem Center and Totem Lake Neighborhood	TL (followed by a designation indicating which sub-zone within Totem Center or the Totem Lake Neighborhood)
14. Yarrow Bay Business District	YBD (followed by a designation indicating which sub-zone within the Yarrow Bay Business District)
15. Light Industrial Zones	LIT, TL 7
16. Planned Areas	PLA (followed by a designation indicating which Planned Area, and in some cases, which sub-zone within a Planned Area)
17. Park/Public Use Zones	P

10.30 Overlay Designations Adopted

The following overlay zones apply in various areas:

<u>Overlay Zoning Category</u>	<u>Symbol</u>
1. Holmes Point Overlay Zone	"HP"
2. Adult Activities Overlay Zone	"AE"
3. Historic Landmark Overlay Zone	"HL"
4. Equestrian Overlay Zone	"EQ"
5. Secure Community Transition Facility	"SCTF"

10.35 Zoning Boundary Interpretation

1. Following Property Lines – Where a zone boundary is indicated as approximately following a property line, the property line is the zone boundary.
2. Following Streets – Where a zone boundary is indicated as following a street, the midpoint of the street is the zone boundary.



**Delete the following regulation:**

*The required yard of a structure abutting Lake Washington Boulevard or Lake St. S. must be increased two feet for each one foot that the structure exceeds 25 feet above average building elevation (does not apply to Public Park uses).*

**In the following Zoning Code Sections:**

RM 20.08  
PR 25.08  
WDIII 30.35.010  
PLA 3B 60.27.010





CHAPTER 25 – PROFESSIONAL OFFICE RESIDENTIAL (PR) AND PROFESSIONAL OFFICE RESIDENTIAL A (PRA) ZONES ~~Draft 4-13-2011~~

**25.05 User Guide.** The charts in KZC [25.10](#) contain the basic zoning regulations that apply in each PR 8.5, PR 5.0, PR 3.6, PR 2.4 and PR 1.8 and PRA 1.8 zone of the City. Use these charts by reading down the left hand column entitled Use. Once you locate the use in which you are interested, read across to find the regulations that apply to that use.

## Section 25.08

Zone  
PR, PRA

**Section 25.08 – GENERAL REGULATIONS**

The following regulations apply to all uses in this zone unless otherwise noted:

1. Refer to Chapter [1](#) KZC to determine what other provisions of this code may apply to the subject property.
2. Developments creating four or more new detached, attached or stacked dwelling units shall provide at least 10 percent of the units as affordable housing units as defined in Chapter [5](#) KZC. Two additional units may be constructed for each affordable housing unit provided. See Chapter [112](#) KZC for additional affordable housing incentives and requirements.
3. If any portion of a structure is adjoining a low density zone, then either:
  - a. The height of that portion of the structure shall not exceed 15 feet above average building elevation, or
  - b. The horizontal length of any facade of that portion of the structure which is parallel to the boundary of the low density zone shall not exceed 50 feet. See KZC [115.30](#), Distance Between Structures/Adjacency to Institutional Use, for further details.
- ~~4. The required yard of a structure abutting Lake Washington Boulevard or Lake St. S. must be increased two feet for each one foot that structure exceeds 25 feet above average building elevation (does not apply to Public Park uses).~~
- ~~45.~~ If the property is located south of NE 85th Street between 124th Avenue and 120th Avenue, to the extent possible, the applicant shall save existing viable significant trees within the required landscape buffers separating nonresidential development from adjacent single-family homes.
- ~~56.~~ Within the PRA zone, the maximum building height of a structure may be increased to 60 feet above average building elevation if:
  - a. All required yards are increased by one foot for every two feet of height above 35 feet;
  - b. Buildings may not exceed three stories; and
  - c. Rooftop appurtenances may not exceed the maximum height and are screened with sloped roof forms.
6. If the property is located in the Lakeview Neighborhood between NE 60<sup>th</sup> ST and NE 59<sup>th</sup> ST on Lots 13 and 14 of Block 2 of Houghton Addition Volume 5 of Plats, Page 71 of King County Records and a change of use is proposed that requires additional parking the following shall apply:
  - a. The proposed use shall be reviewed through a Process I
  - b. Historical interpretive signs shall be incorporated into the subject property
  - c. The number of required parking spaces shall be determined based on the actual parking demand pursuant to Section 105.25, KZC along with the following considerations:
    - i. The required additional parking for the new use may be provided by adding parking along the frontage of the subject property within the NE 60<sup>th</sup> ST right of way, and
    - ii. Expansion of gross floor area may be permitted if the expansion is less than 10% of the total gross floor area of the structure.

## Section 25.10

Zone  
PR, PRA

## USE ZONE CHART

Section 25.10		USE ↓ REGULATIONS ⇨	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
Required Review Process	Lot Size		MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)		
			REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure						
			Front	Side	Rear								
.050	Restaurant or Tavern	Within the NE 85th Street Sub-area, D.R., Chapter 142 KZC. Otherwise, Process I, Chapter 145 KZC.	8,500 sq. ft. if PR 8.5 zone, otherwise 7,200 sq. ft.	20'	10' on each side.	10'	70%	If adjoining a low density zone other than RSA or RSX, then 25' above average building elevation.	B	E	1 per each 100 sq. ft. floor area.	1. This use is not permitted in a PR 3.6 zone located in the NE 85th Street Subarea. 2. Drive-in or drive-through facilities are prohibited.	
.060	Grocery Store, Drug Store, Laundromat, Dry Cleaners, Barber Shop, or Shoe Repair Shop								Otherwise, for PR zones, 30' above average building elevation and for PRA zones, 35' above average building elevation.			1 per each 300 sq. ft. floor area.	1. This use is not permitted in a PR 3.6 zone located in the NE 85th Street Subarea. 2. May not be located above the ground floor of a structure. 3. Gross floor area cannot exceed 3,000 square feet.
.070	Funeral Home or				20' each side.	20'			See Gen. Reg. 6	C	B	1 for every 4 people based on maximum occupancy load of any area of worship. See Spec. Reg. 1.	1. This use is not permitted in a PR 3.6 zone located in the NE 85th Street Subarea. 1. No parking is required for day-care or school ancillary to this use.

all PR  
: within YBD,  
er 142 KZC

Add to all PR Charts: within YBD, D.R. Chapter 142 KZC

Insert for restaurant, tavern, grocery store use listings: See General Regulation regarding signs and parking if located in the Lakeview Neighborhood.

Insert as Special Regulation 3 and 4 under restaurant, tavern, grocery use listing: The following applies if located in the Lakeview Neighborhood:  
a. This use is prohibited if front building facade or vehicular access is located along Lakeview Dr.  
b. Internally lit signs are prohibited along Lakeview Dr.

## Section 25.10

Zone  
PR, PRA

## USE ZONE CHART

Section 25.10		USE ↓ REGULATIONS ⇨	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS									
Required Review Process	Lot Size		MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure					
			Front	Side	Rear							
.050	Restaurant or Tavern	Within the NE 85th Street Sub-area, D.R., Chapter 142 KZC. Otherwise, Process I, Chapter 145 KZC.	8,500 sq. ft. if PR 8.5 zone, otherwise 7,200 sq. ft.	20'	10' on each side.	10'	70%	If adjoining a low density zone other than RSA or RSX, then 25' above average building elevation.  Otherwise, for PR zones, 30' above average building elevation and for PRA zones, 35' above average building elevation.  See Gen. Reg. 6	B	E	1 per each 100 sq. ft. floor area.	1. This use is not permitted in a PR 3.6 zone located in the NE 85th Street Subarea. 2. Drive-in or drive-through facilities are prohibited.
.060	Grocery Store, Drug Store, Laundromat, Dry Cleaners, Barber Shop, or Shoe Repair Shop										1 per each 300 sq. ft. floor area.	1. This use is not permitted in a PR 3.6 zone located in the NE 85th Street Subarea. 2. May not be located above the ground floor of a structure. 3. Gross floor area cannot exceed 3,000 square feet.
.070	Funeral Home or											
				20' each side.	20'				C	B	1 for every 4 people based on maximum occupancy load of any area of worship. See Spec. Reg. 1.	1. This use is not permitted in a PR 3.6 zone located in the NE 85th Street Subarea.  1. No parking is required for day-care or school ancillary to this use.

all PR  
: within YBD,  
er 142 KZC

Add to all PR Charts: within YBD, D.R. Chapter 142 KZC

Insert for restaurant, tavern, grocery store use listings: See General Regulation regarding signs and parking if located in the Lakeview Neighborhood.

Insert as Special Regulation 3 and 4 under restaurant, tavern, grocery use listing: The following applies if located in the Lakeview Neighborhood:  
a. This use is prohibited if front building facade or vehicular access is located along Lakeview Dr.  
b. Internally lit signs are prohibited along Lakeview Dr.





## CHAPTER 35 – FREEWAY COMMERCIAL (FC) ZONES

**35.25** User Guide. The charts in KZC 35.30 contain the basic zoning regulations that apply in each FC III zone of the City. Use these charts by reading down the left hand column entitled Use. Once you locate the use in which you are interested, read across to find the regulations that apply to that use.

### Section 35.27

Zone  
FCIII

#### Section 35.27 – GENERAL REGULATIONS

The following regulations apply to all uses in this zone unless otherwise noted:

1. Refer to Chapter 1 KZC to determine what other provisions of this code may apply to the subject property.
2. If any portion of a structure is adjoining a low density zone, then either:
  - a. The height of that portion of the structure shall not exceed 15 feet above average building elevation, or
  - b. The maximum horizontal facade shall not exceed 50 feet in width.See KZC 115.30, Distance Between Structures/Adjacency to Institutional Use, for further details.
3. The required yard of a structure abutting Lake Washington Blvd. or Lake Street South must be increased two feet for each one foot that structure exceeds 25 feet above average building elevation (does not apply to Any Retail Establishment, providing goods and services to the free-way traveler; School or Day-Care Center; Mini-School or Mini-Day-Care or Day-Care Home, and Public Park uses).
4. City entry way design must be provided on the subject property adjacent to Lake Washington Blvd. as follows:
  - a. An earthen berm, 12 feet wide and with a uniform height of three feet at the center.
  - b. Lawn covering the berm.
  - c. London Plane at least two inches in diameter, planted 30 feet on center along the berm.
5. Must improve nearby rights-of way and intersections to accommodate traffic generated from the subject property (does not apply to Public Park uses).
6. Access points onto Lake Washington Blvd. and Northup Way must be minimized to prevent arterial congestion and traffic safety hazards. Shared access points must be utilized where feasible (does not apply to Public Park uses).

DELETE CHAPTER 35 - BECOMES YBD3

